

[W] ~~ROCKY MOUNTAIN PIPELINE SYSTEM LLC~~
TESORO LOGISTICS NORTHWEST PIPELINES LLC

[N] SLC CORE PIPELINE

LOCAL AND JOINT TARIFF

Containing

RULES AND REGULATIONS

Governing

THE TRANSPORTATION

and

DIVERSION AND RECONSIGNMENT

of

CRUDE PETROLEUM

By Pipeline

The rules and regulations published herein apply only under tariffs making specific reference by F.E.R.C. number to this circular, such reference will include supplements hereto and successive issues hereof.

[N] Filed under the authority of 18 C.F.R. § 341.6 (Adoption of tariff by a successor). Effective May 1, 2018, Tesoro Logistics Northwest Pipelines LLC (“TLNP”) acquired certain assets of Rocky Mountain Pipeline System LLC (“RMPS”). This tariff adopts RMPS’s F.E.R.C. No. 171.10.1, which is brought forward unchanged unless otherwise indicated.

SPECIAL PERMISSION REQUESTED

[N] Issued on less than one day’s notice under authority of 18 CFR 341.14. This tariff publication is conditionally accepted subject to refund pending a thirty (30) day review period.

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

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**GENERAL
APPLICATION**

Rules and regulations published herein apply only under tariffs which make specific reference by F.E.R.C. number or State Commission number to this circular; such reference will include supplements hereto and successive issue hereof.

Crude Petroleum will be transported through Carrier's facilities only as provided in this rules and regulations circular, except that specific rules and regulations published in individual tariffs will take precedence over rules and regulations published herein.

RULES AND REGULATIONS

Crude petroleum will be transported through Carrier's facilities only as provided in these rules and regulations.

5. ABBREVIATIONS AND DEFINITIONS

As used in these rules and regulations, the following terms have the following meanings:

"a.m." means a time of day after midnight and before noon

"Barrel" means forty-two United States gallons.

"Business Day" as herein used means a day of the year, excluding all weekends and Carrier Holidays, when Carrier's office is open during normal business hours.

"Carrier" means and refers to ~~[W] Rocky Mountain Pipeline System LLC~~ Tesoro Logistics Northwest Pipelines LLC SLC Core Pipeline.

"Carrier Holiday" as herein used means a day on which Carrier's office is closed for business.

"Crude Petroleum" means either the direct liquid products of oil wells, or a mixture of all direct liquid products of oil wells or with the indirect liquid products of oil or gas wells, including gasoline and liquefied petroleum gases, as provided in Item 15, or Synthetic Crude Oil.

"ENom System" as herein used means Electronic Nomination System. The ENom System is a computerized information system that enables Shippers to nominate the movement of Crude Petroleum on Carrier's System. Shippers can access the ENom System on Carrier's website at <https://www.plainsallamerican.com/customer-center/pipeline-tariffs/enom-portal>.

"F.E.R.C." means Federal Energy Regulatory Commission.

"No." means number.

"Nomination" as herein used means an offer by a Shipper to the Carrier of a stated quantity of Crude Petroleum for transportation from a specified origin or origins to a specified destination over a period of one operating month in accordance with these rules and regulations.

"p.m." means a time of day after noon and before midnight.

"Synthetic Crude Oil" means Crude Petroleum that is produced from oil sands.

"Tender" means an offer by a shipper to the Carrier of a stated quantity of crude petroleum for transportation from a specified origin or origins to a specified destination or destinations in accordance with these rules and regulations.

10. COMMODITY

The Carrier is engaged in the transportation of crude petroleum by pipe line and will not accept any other commodity for transportation.

15. MIXTURES

(a) The indirect liquid products of oil or gas wells, including gasoline and liquefied petroleum gases, hereinafter referred to as indirect products, will be accepted and transported as a mixture with the direct liquid products of oil wells, hereinafter referred to as direct products, provided the vapor pressure of the resulting mixture does not exceed that permitted by Carrier's facilities and operating conditions.

(b) The indirect products portion of the mixture will be accepted for transportation at reception points other than the one at which the direct products portion of the same mixture is received, provided that the consignee and destination are the same, and that operating conditions and the Carrier's facilities permit the indirect products portion to be mixed with the direct products of the same consignee. The rate to be assessed on each portion of the mixture shall be the rate applicable from the point at which each is received.

(c) The direct and indirect products will be measured and tested separately, and must be shown separately on the tender form.

(d) Mixtures will be transported and delivered as crude petroleum. Nothing in this item is to be construed to waive provisions of Item 30 of this tariff or to require the Carrier to receive, transport and deliver unmixed indirect products, except that unmixed indirect products will be gathered for subsequent mixing with direct products in accordance with this rule where facilities exist for performing a gathering service for such products.

20. TENDERS

(a) Crude petroleum will be transported only under a tender accepted by the Carrier, from origins (or from facilities connected to Carrier's gathering system when gathering service is to be performed by the Carrier) to destinations when a tariff covering the movement is lawfully in effect and on file with the Federal Energy Regulatory Commission, and with the appropriate state commission covering intrastate traffic.

(b) Any shipper desiring to tender crude petroleum for transportation shall make such tender to the Carrier before 12:00 noon on the twenty-fifth (25th) of the month preceding the movement. When the twenty-fifth (25th) of the month falls on a weekend, Nominations will be required prior to 12:00 noon on the preceding Business Day. When the twenty-fifth (25th) of the month falls on a Carrier Holiday, Nominations will be required prior to 12:00 noon three (3) Business Days prior to the Carrier Holiday. The Nomination must be submitted via Carrier's ENom System. Unless such notification is made, the Carrier will be under no obligation to accept crude petroleum for transportation. However, if operating conditions permit and at the sole discretion of the Carrier, tenders for crude petroleum may be accepted for transportation after the 25th day of the month preceding the month during which the transportation under the tender is to begin. Carrier's monthly Nomination schedule will be posted on Carrier's website on or before January 15 of each year. Shippers can access Carrier's monthly Nomination schedule on Carrier's website at <https://www.plainsallamerican.com/customer-center/pipeline-tariffs/enom-portal>.

25. QUANTITIES

(a) A tender will be accepted only when the total quantity covered by such tender will be made available for transportation within the month when the tender is to begin.

(b) Any quantity of crude petroleum will be accepted from lease tanks or other facilities to which the Carrier is connected, if such quantity can be so consolidated with other crude petroleum that Carrier can make a single delivery of not less than five thousand barrels, and Carrier will not be obligated to make any single delivery of less than five thousand barrels. The term "single delivery" as used herein means a delivery of crude petroleum in one continuous operation to one or more consignees into a single facility, furnished by such consignee or consignees, to which Carrier is connected.

30. SEGREGATION AND VARIATIONS IN QUALITY AND GRAVITY

The following rules and regulations covering crude petroleum quality apply to Carrier's crude petroleum system as a whole. Any geographic area to which specific quality requirements apply in addition to these rules and regulations is so identified below.

(a) As part of its common stream transportation, Shipper shall not deliver to Carrier and Carrier shall not be obligated to accept any crude petroleum which does not meet the quality criteria of the common stream. Carrier will monitor the quality of its common streams and shall investigate suspected abuses of common stream criteria violations. Monitoring of common streams will include gravity and sulfur testing and could include simulated distillation and other testing to determine quality.

(b) If abuses of the common stream quality are determined, the shipper causing such abuses shall be advised to cease and desist all such actions. Failure to desist or failure to cooperate in ending such practices shall result in that shipper being barred from shipping in the common stream where such abuses occurred. Before such shipper is allowed to regain its shipper status in the common stream where the abuses occurred, the shipper will be required to provide Carrier with assurances that such abuses will not recur.

(c) Carrier will work with connecting Carriers regarding Carrier's quality issues and will advise such connecting Carriers that any crude petroleum found to be a detriment to Carrier's common stream will be rejected for further transportation on Carrier's system.

(d) Since variations in gravity and/or quality of common stream crude petroleum are inherent in common stream operations, Carrier will not be liable for such variations occurring while crude petroleum is in its custody, nor is Carrier under any obligation to deliver the identical crude petroleum received, but will make delivery out of such common stream.

(e) When requested by the shipper and if operationally feasible, Carrier will endeavor to segregate crude petroleum of a kind and/or quality not currently transported through Carrier's facilities. Carrier will, to the best of its abilities, make delivery of such crude petroleum at destination which is substantially the same crude petroleum as that received by Carrier at origin. For such segregated batches, shipper must provide crude petroleum in such quantities (see Note 1) and at such specified times as may be necessary to permit such segregated movements via Carrier's existing facilities. Further, Carrier will not be liable for failure to deliver the identical crude petroleum or for any variations in the gravity and/or quality of crude petroleum occurring while such segregated crude is in Carrier's custody.

The following conditions will apply to segregated batches:

1. The acceptance of Crude Petroleum for transportation shall be on the condition that such Crude Petroleum shall be subject to such changes in gravity, in quality, and in value as may result from its mixture in transit with other crude petroleum in the Carrier's pipeline and tanks.
2. The Carrier shall have no responsibility in, nor for, any revaluations nor settlements deemed appropriate by Shippers and Consignees because of mixing of component parts of Crude Petroleum stream between the receipt and delivery of such streams by the Carrier, other than to furnish a volume and gravity data on the Crude Petroleum received into and delivered out of the respective streams.

Note 1 - The quantity to be accepted and transported under the provisions of this paragraph will be determined by Carrier in accordance with current operations through its existing facilities involved in the segregated movements, but in no event shall the quantity for a single delivery be less than the minimum quantity provided in Item 25.

(f) The following additional common stream restrictions will apply specifically to crude oil common streams which flow from origin points on Carrier's pipeline into Carrier's Casper, Wyoming delivery point.

1. No shipper shall deliver crude oil to Carrier for transport if natural gasoline has, at any time, been injected into the crude oil stream.
2. No shipper shall deliver crude oil to Carrier for transport on its sweet crude common streams that is the product of a blend of crude oils whose sulfur content is above 0.40% by weight with crude oils whose sulfur content is less than 0.40% by weight.
3. Carrier may monitor, but is not responsible for monitoring, receipts or deliveries for contaminants. Carrier shall investigate any reported violations of these provisions and take appropriate action as provided in (b) above.
4. Shippers who have intentionally violated common stream restrictions may be liable for any damages to other shippers in the same common stream.

35. DESTINATION FACILITIES

No duty to transport will arise until evidence satisfactory to the Carrier has been furnished that consignee has provided necessary facilities to which Carrier is connected and has made necessary arrangements for accepting delivery of shipments promptly on arrival at destination, as provided in these rules and regulations.

40. GAUGING, DEDUCTIONS AND ADJUSTMENTS

(a) Quantities for receiving, delivering, assessing charges and all other purposes will be corrected to a temperature of sixty degrees Fahrenheit, after deduction of impurities shown by tests made by the Carrier prior to receipt and upon delivery. Quantities may be computed from tank tables compiled or accepted by the Carrier.

(b) Pursuant to Item 70, crude petroleum quantities transported may be adjusted to allow for volume losses, including but not limited to shrinkage, evaporation and normal "over and short" losses. A deduction of two-tenths of one percent (0.2%) will be made to cover evaporation and other normal losses during transportation ("Allowance Oil").

(c) The net quantities as determined under paragraphs (a) and (b) of this item will be the amounts accountable at destination.

45. DIVERSION OR RECONSIGNMENT

Crude petroleum in transport may be diverted without an additional charge to a destination other than originally specified on the tender, or crude petroleum in transport may be reconsigned without an additional charge to another shipper at point of destination only, provided such diversion or reconsignment is made in writing by the entered shipper prior to delivery at original destination. This will be allowed subject to the rates, rules and regulations applicable from point of origin to point of final destination, upon condition that no out-of-line or backhaul movement will be made.

50. STORAGE IN TRANSIT

(a) The Carrier has working tanks required in the process of transporting crude petroleum, but has no other tankage and, therefore, does not have facilities for rendering, nor does it offer, a storage service. Provisions for storage in transit in facilities furnished by shipper at points on Carrier's system will be permitted to the extent authorized under individual transit tariffs lawfully on file with the Federal Energy Regulatory Commission.

(b) Each shipper will be required to furnish crude oil into inventory for their proportionate share of the line fill in such amount as deemed necessary by Carrier.

55. DELIVERY AND DEMURRAGE

(a) Carrier will transport and deliver crude petroleum with reasonable diligence and dispatch, but will accept no crude petroleum to be transported in time for any particular market.

(b) After any shipment has had time to arrive at destination, and on twenty-four hour notice to consignee, Carrier may begin delivery at its current rate of pumping.

(c) If Shipper or Consignee does not timely receive said Crude Petroleum, then commencing twenty-four hours after the first seven o'clock a.m. after expiration of the delivery notice described above, Carrier may assess a demurrage charge of [U] 1.12 cents per barrel per day of twenty-four hours on any part of said shipment offered for delivery and not taken as prescribed in paragraph (b) of this item. After expiration of said notice, Carrier's liability for loss, damage, or delay shall be that of warehouseman only.

60. RATES APPLICABLE

Crude petroleum transported shall be subject to the rates in effect on dates such crude petroleum is received by the Carrier.

65. PAYMENT OF CHARGES

The shipper shall be responsible for payment of transportation and all other charges applicable to the shipment, and if required, shall prepay such charges or furnish guaranty of payment satisfactory to the Carrier pursuant to the provisions stated in Item No. 95 (FINANCIAL ASSURANCES) contained herein. The Carrier will have a lien on all crude petroleum accepted for transportation to secure the payment of all charges, including demurrage charges, and may refuse to deliver crude petroleum until all charges have been paid. Such lien shall extend to all Crude Petroleum, including Shipper's linefill, in Carrier's possession beginning with Shipper's first receipt of transportation or other services from Carrier. Shipper agrees to execute such additional documents as may be reasonably necessary to perfect or evidence such lien. If a bill of lading is required under applicable law for such a lien to arise, acceptance of the Nomination will be deemed to be the bill of lading for all Crude Petroleum, including Shipper's line fill, subject to such Nomination. The lien provided herein shall be in addition to any lien or security interest provided by this tariff or applicable law. If said charges or any part thereof shall remain unpaid five days, computed from the first seven o'clock a.m. after written notice is mailed to shipper of intention to enforce Carrier's lien as herein provided, or when there shall be failure to take the crude petroleum at the point of destination as provided in Item 55 within five days, computed from the first seven o'clock a.m. after expiration of the notice therein provided, in addition to any other rights Carrier has under this tariff or existing law, Carrier shall also have the right to (i) refuse to provide Shipper access to Carrier's system or provides services pursuant to this Tariff, and/or (ii) the Carrier shall have the right through an agent, to sell said crude petroleum at public auction for cash, between and not less than twenty-four hours after notice of the time and place of such sale and the quantity, general description, and location of the crude petroleum to be sold has been published in a daily newspaper of general circulation published in the town or city where the sale is to be held, and sent by telegraph to shipper. The Carrier may be a bidder and purchaser at such sale. Out of the proceeds of said sale Carrier may pay itself all transportation, demurrage, and other lawful charges, expense of notice, advertisement, sale, and other necessary expense, and of caring for and maintaining the crude petroleum, and the balance shall be held for whomsoever may be lawfully entitled thereto.

70. LIABILITY OF CARRIER

(a) The Carrier, while in possession of any crude petroleum, will not be liable for any loss thereof, or damage thereto, or delay, caused by an act of God, the public enemy, quarantine, the authority of law, or of public authority, strikes, riots, insurrection, inherent nature of the goods, or the act or default of the shipper consignee.

(b) Any losses of crude petroleum will be charged proportionately to each shipper in the ratio that his petroleum products, or portion thereof, received and undelivered at the time the loss occurs, bears to the total of all crude petroleum then in the custody of the Carrier for transportation via the lines or other facilities in which the loss occurs; and the Carrier will be obligated to deliver only that portion of such crude petroleum remaining after deducting shipper's proportion of such loss determined as aforesaid. Transportation charges will be assessed only on the quantity delivered.

75. TITLE

A tender of crude petroleum shall be deemed a warranty of title by the party tendering, but acceptance shall not be deemed a representation by the Carrier as to title. The Carrier may, in the absence of adequate security, decline to receive any crude petroleum which is in litigation as dispute over title may exist, or which is encumbered by any lien of which the Carrier has notice.

80. TIME LIMITATION ON CLAIMS

As a condition precedent to recovery for loss, damage, or delay to shipments, claims must be filed in writing with the Carrier within nine months and one day after delivery of the property, or in case of failure to make delivery, then within nine months and one day after reasonable time for delivery, based on Carrier's normal operations, has elapsed; and suits shall be instituted against the Carrier only within two years and one day from the day when notice in writing is given by the Carrier to the claimant that the Carrier has disallowed the claim or any part or parts thereof specified in the notice. Where claims are not filed or suits are not instituted thereon in accordance with the foregoing provisions, no Carrier hereunder will be liable, and such claims will not be paid.

85. COMMUNICATION FACILITIES

Shippers may use Carrier's private communication facilities without additional charge for messages incident to their shipments. The Carrier will not be liable for nondelivery of messages, or for errors or delays in transmission or interruption of the service.

90. TRUCK UNLOADING

Shipments unloaded from tank trucks into Carrier's facilities may be subject to a per-Barrel charge, if specified on individual tariffs making reference to these rules and regulations. Such charge will be in addition to all other charges.

95. REQUIRED SHIPPER INFORMATION AND FINANCIAL ASSURANCES

(a) All (i) existing Shippers who have not submitted a nomination to Carrier in the prior six (6) Months and (ii) prospective Shippers shall provide to the Carrier, at least ten (10) Business Days prior to making their nomination, information that will allow the Carrier to determine the Shipper's capacity to perform any financial obligations that could arise from the transportation of that Shipper's Crude Petroleum under the terms of this tariff. At any time, upon the request of the Carrier, on a non-discriminatory basis, any prospective or existing Shipper shall provide financial documentation and information to the Carrier that will allow the Carrier to enforce the terms of this tariff and to determine the prospective or existing Shipper's capacity to perform any financial obligations that could arise from the transportation of that Shipper's Crude Petroleum under the terms of this tariff, including but not limited to the payment of transportation charges and the reasonably determined value of the Allowance Oil and negative Shipper's balance positions. Such information may include, but is not limited to, the names of any Affiliates of the Shipper or prospective Shipper, the legal business name of the Shipper or prospective Shipper and the registered business address of the Shipper or prospective Shipper.

The Carrier shall not be obligated to accept Crude Petroleum for transportation from an existing or prospective Shipper (i) if the Shipper or prospective Shipper fails to provide the requested information to the Carrier in accordance with this Item No. 95(a) within ten (10) days of the Carrier's written request; (ii) if the Carrier reasonably determines that any of the information provided is false; or, (iii) if the Carrier's review of the requested information reveals that the existing or prospective Shipper may not have the capacity to perform the financial obligations that could arise from the transportation of that Shipper's Crude Petroleum under the terms of this tariff, including but not limited to the payment of transportation charges and the reasonably determined value of the Allowance Oil and negative Shipper's balance positions.

(b) Subject to the provisions of paragraph (c) below, the Carrier upon notice to the prospective or existing Shipper, may require one or more of the following Financial Assurances for the payment of all charges and costs as provided for in this tariff, or otherwise lawfully due to the Carrier to be provided at the expense of the Shipper:

1. prepayment;
2. a letter of credit in favor of Carrier in an amount sufficient to ensure payment of all costs and charges that could reasonably accrue due to the Carrier in a form and from an institution acceptable to Carrier;
3. a guaranty in an amount sufficient to ensure payment of all such costs and charges that could reasonably accrue due to the Carrier, in a form and from a third party acceptable to Carrier; or
4. such other enforceable collateral security including but not limited to security agreements over assets of the Shipper, in a form acceptable to the Carrier, collectively "the Financial Assurances".

(c) In the event that the Carrier reasonably determines that:

1. the existing or prospective Shipper's financial condition is or has become impaired or unsatisfactory;
2. any Financial Assurances previously provided by a Shipper no longer provide adequate security for the performance of the Shipper's obligations that could arise from the transportation of its Crude Petroleum under the terms of this tariff; or
3. the Carrier otherwise determines that it is necessary to obtain Financial Assurances from the Shipper,

then the Shipper shall provide Financial Assurances for the payment of the charges and costs as provided for in this tariff or otherwise lawfully due to the Carrier relating to the transportation of the Shipper's Crude Petroleum by the Carrier.

For the purpose of this tariff, and without limiting the generality of the charges and costs lawfully due to the Carrier relating to the transportation of the Shipper's Crude Petroleum, those charges and costs shall include but are not limited to transportation charges, negative Shipper's balance positions and the Allowance Oil. The Carrier shall not be obligated to accept Crude Oil for transportation from an existing or prospective Shipper if the Shipper or prospective Shipper fails to deliver the Financial Assurances to Carrier.

[C] 100. GRAVITY BANK ADJUSTMENTS

~~In order to provide a means whereby shippers will not be materially damaged or allowed to benefit from changes in gravity as the result of commingling Crude Petroleum of different gravities within the common stream (the "Common Sour Stream") in the Rocky Mountain Pipeline System LLC main line Wyoming system extending from Elk Basin, Wyoming south; Winkelman, Wyoming east; and Reno — Sussex, Wyoming south to delivery points at Casper, Pilot Butte, Guernsey and Ft. Laramie, Wyoming, the Carrier has established a Gravity Bank to calculate, collect and remit monetary adjustments among all shippers tendering within these streams for changes in gravity which result from common stream operations. Each shipper tendering Crude Petroleum for transportation by the Carrier in said Common Sour Stream is required to participate in the Gravity Bank.~~

~~The exceptions to this Gravity Bank will be the Crude Petroleum barrels moved from Hamilton Dome, Wyoming and delivered off at Cottonwood Junction, Wyoming and the barrels received into the main line at Ft. Laramie, Wyoming after the delivery bank meter.~~

~~Each shipper authorizes the Carrier to compute adjustments among all shippers for gravity differences. Each shipper agrees to pay the Carrier or its representatives the computed adjustments due by such shipper in accordance with these rules and regulations.~~

~~Carrier is responsible for administering the Gravity Bank, but has no liability for paying out to shippers for any particular period any amount greater than the amount lawfully collected from other shippers for the same period pursuant to the terms of the tariff.~~

~~For shipments scheduled for delivery to Carrier during the time period April through October of each year, inclusive, the first 8,000 BPD of Bow River Stream per calendar month delivered by all shippers in~~

~~the aggregate into the Big Horn System Common Sour Stream will be accepted into the Gravity Bank at the calculation method described in the GRAVITY VALUE FORMULAE of this section. "Bow River Stream" means (i) the stream of Crude Petroleum delivered from the Bow River Pipe Line System at its south termination point in accordance with Inter Pipeline Fund's rules and regulations in effect at the time of such delivery, together with (ii) Milk River Medium Sour crude injected into the Bow River Stream (also known as the "Milk River Medium Sour Stream" on the Plains Marketing Milk River Pipe Line) at the Milk River Truck Terminal.~~

~~Bow River Stream scheduled into the Common Sour Stream in excess of 8,000 BPD in any calendar month will be accepted into the Common Sour Stream; however, if in any such month the average gravity of the Bow River Stream is in excess of 24.5 API gravity (corrected to 60 deg F), and the average viscosity of the Common Sour Stream for that month does not exceed 200 centistokes at pumping temperature, then a maximum value of 24.5 API gravity will be credited to the shipper of such Bow River Stream for purposes of GRAVITY VALUE FORMULAE calculations.~~

~~If the resulting Common Sour Stream viscosity for such month exceeds 200 centistokes at pumping temperature, then all Bow River Stream accepted into the Common Sour Stream will be calculated according to the calculation method described in the GRAVITY VALUE FORMULAE. If there is more than one shipper of Bow River Stream during any month when the total shipments of Bow River Stream exceed 8,000 barrels/day and there is a limit on the API gravity credited to the excess barrels, then each such shipper will receive a pro rata (based on total shipments of Bow River Stream during that month) share of Bow River Stream calculated at its actual API gravity and Bow River Stream calculated at the 24.5 maximum API gravity.~~

~~For shipments scheduled for delivery to Carrier during the time period November through March of each year, inclusive, all Bow River Stream crude will be accepted in the Gravity Bank as described in the GRAVITY VALUE FORMULAE.~~

~~All references in the foregoing Gravity Bank provisions to volumes of Bow River Stream shall refer to and include all the Bow River Stream shipped down the Western Corridor, into the Common Sour Stream whether under Carrier's tariffs or the tariffs of other joint interest owners of the Western Corridor system.~~

~~Carrier shall create a shippers committee that shall be comprised of shippers who have shipped into the Common Sour Stream within the twelve (12) months prior to the date of any announced shippers' meeting. The shippers committee shall meet at least annually, or at such earlier times as any Common Sour Stream shipper or Carrier may request, to review the quality specifications and parameters of Crude Petroleum entering into the Common Sour Stream. Any Common Sour Stream shipper may request changes to existing quality, specifications, or parameters of the Common Sour Stream. Carrier shall undertake reasonable efforts to implement such changes if (1) such changes are acceptable to shippers of 60% or more of the volume of Crude Petroleum shipped in the Common Sour Stream based on total shipments on the segment that is the subject of the proposed change (for this purpose, the volumes moved by all shippers under the tariffs of all joint interest owners of the Western Corridor during the 12 month period next preceding the implementation date shall be considered); provided, however, that if one shipper has shipped 60% or more of the volume, then the agreement of at least one other shipper in the Common Sour Stream shall be required, and (2) such changes, in the opinion of Carrier and any other interested Western Corridor joint interest owner, do not materially affect system capacity or materially increase operating costs. Nothing in this provision shall require the Carrier to pursue such changes in the event a shipper formally opposes such changes.~~

[C] STRUCTURE OF THE GRAVITY BANK

Crude Group
~~Common Sour Stream~~

Receipt Locations
~~All Wyoming Origins
 extending from Elk Basin
 south; Winkleman east; and
 Reno — Sussex south to the
 delivery locations as
 specified under "Delivery
 Locations".~~

Delivery Locations

~~Casper, Wyoming Pilot
 Butte, Wyoming
 Guernsey, Wyoming Ft.
 Laramie, Wyoming~~

~~The exceptions to the above
 will be barrels moved from
 Hamilton Dome and delivered
 off at Cottonwood Jet.,
 Wyoming
 and barrels received into the
 main line at Ft. Laramie,
 Wyoming after the delivery
 bank meter.~~

~~All Wyoming origins
 extending
 from Kirby Creek, Wyoming
 north to the delivery location
 as specified under "Delivery
 Locations".~~

~~Silvertip, Montana~~

~~Gravity values used herein are for the sole purpose of making the required calculations to effect the adjustments required and in no way affect or determine the price of Crude Petroleum. Gravity value formulae for use in determining differentials for gravity adjustments hereunder are as follows:~~

[C]-GRAVITY VALUE FORMULAE

| <u>CRUDE GROUP</u> | <u>GRAVITY RANGE, ° API</u> | <u>GRAVITY VALUE, \$/BARREL</u> |
|--------------------|-----------------------------|---|
| Common Sour Stream | 10.0 – 33.9 | 2.000 + (°API – 10.0) (0.20) |
| | 34.0 – 35.9 | 6.800 + (°API – 34.0) (0.04) |
| | 36.0 – 39.9 | 6.880 + (°API – 36.0) (0.02) |
| | 40.0 – 44.9 | 6.960 |
| | 45.0 and above | 6.945 – (°API – 45.0) (0.15) |

These formulae represent the gravity adjustment schedules used by the majority of the crude oil purchasers who have published postings for the listed crudes transported by Carrier. The format used is independent of the price of the crude oil.

All crude oil gravities are to be recorded to the nearest one tenth degree API for use in the formulae.

GRAVITY VALUE FORMULA EXAMPLES

Batch 'A' Gravity is 17.5°, which is between 10.0° and 33.9° API.
Gravity Value is: $2.000 + (17.5 - 10.0) (0.20) = \underline{\$3.50}$

Batch 'B' Gravity is 23.1°, which is between 10.0 and 33.9° API. Gravity Value is: $2.000 + (23.1 - 10.0) (0.20) = \underline{\$4.62}$

The difference in Gravity Value between Batch 'A' and Batch 'B' is:
 $\$4.62 - \$3.50 = \underline{\$1.12}$

This can be derived in another manner:

Gravity Adjustment below 34° is $\$0.02/0.1°$ API

$$\frac{(23.1 - 17.5) (0.02)}{0.1} = \$1.12$$

GRAVITY VALUE DIFFERENCE = $\underline{\$1.12}$

Adjustments among shippers of Crude Petroleum for differences in gravity will be made for Crude Petroleum received into and delivered from the Common Sour Stream operation of the Carrier's system. Adjustments will be made by a process of debits and credits and interchange of funds among the shippers involved in the stream.

Adjustments will be made for each shipper's volumes transported in the Common Sour Stream in the following manner:

The weighted average gravity value of the Gravity Bank will be determined for all Crude Petroleum being received into the Common Sour Stream and similarly for the Crude Petroleum being delivered out of this Common Sour Stream. To determine this value, the volume in barrels of each receipt (delivery) will be multiplied by its appropriate gravity value obtained from the gravity value formula. The sum of all such products of receipts (deliveries) times gravity values will then be divided by the total number of barrels received (delivered out for the delivery calculations). This quotient is the weighted average gravity value of the Gravity Bank.

Each shipper's individual gravity value will be determined in a similar manner by multiplying the volume(s) of barrels received from that shipper (or delivered to that shipper for delivery calculations) by

the gravity value obtained from the gravity value formula, taking the sum of such products and dividing that sum by the total barrels received from (delivered to) that shipper.

~~A. Receipt by Carrier~~

~~I. The weighted average gravity value per barrel of each shippers' total barrels received by Carrier for movements in the Common Sour Stream will be computed as previously described.~~

~~II. The weighted average gravity value per barrel of all shippers' barrels delivered to Carrier for movement as a commingled Common Sour Stream will also be computed in a similar manner.~~

~~(a) If the weighted average gravity value per barrel of a shipper as determined under I. (above) is greater than that determined under II., the shipper will be credited an amount which shall be calculated by multiplying the differences in gravity value per barrel by the total barrels delivered to Carrier by such shipper for movement in the Common Sour Stream.~~

~~(b) If the weighted average gravity value per barrel of a shipper as determined in I. (above) is less than that determined under II, the shipper will be debited an amount as calculated in (a) above.~~

TYPICAL RECEIPT BANK

| Shipper | Volume BBLs | Measured Gravity ° API | *Gravity Value \$/BBL | Volume X Value \$ |
|---------|----------------|---------------------------|--------------------------|----------------------|
| A | 10 | 16.0 | 3.200 | 32.00 |
| | 20 | 21.0 | 4.200 | 84.00 |
| | 10 | 23.0 | 4.600 | 46.00 |
| | 40 | | 4.050 | 162.00 |
| B | 20 | 22.0 | 4.400 | 88.00 |
| | 20 | 21.0 | 4.200 | 84.00 |
| | 40 | | 4.300 | 172.00 |
| C | 5 | 14.0 | 2.800 | 14.00 |
| | 5 | 16.0 | 3.200 | 16.00 |
| | 5 | 20.0 | 4.000 | 20.00 |
| | 5 | 25.0 | 5.000 | 25.00 |
| | 20 | | 3.750 | 75.00 |
| TOTAL | 100 | | 4.090 | 409.00 |

Average value of Receipts: _____ \$4.090

Shipper A's average gravity value is \$4.050, which is lower than the \$4.090 average. Therefore, A pays 40 (4.050 - 4.090) = \$1.60

Shipper B's average gravity value is \$4.300, which is higher than the \$4.090 average. Therefore, B receives 40 (4.300 - 4.090) = \$8.40

Shipper C's average gravity value is \$3.750, which is lower than the \$4.090 average. Therefore, C pays 20 (3.750 - 4.090) = \$6.80

The sum of payments equals the sum of the receipts.

*As calculated using the Gravity Value Formulae.

~~B. Deliveries by Carrier:~~

~~III. The weighted average gravity value per barrel of each shipper's total barrels delivered by Carrier at specific locations from the Common Sour Stream will also be computed as previously described.~~

~~IV. The weighted average gravity value per barrel of all shipper's barrels delivered at specific locations by Carrier from a Common Sour Stream will also be computed.~~

~~(a) If the weighted average gravity differential value per barrel of a shipper as determined under III. (above) is greater than that determined under IV., the shipper will be debited an amount which shall be calculated by multiplying the differences in gravity value per barrel by the total barrels delivered by Carrier from the Common Sour Stream for such shipper's account.~~

~~(b) If the weighted average gravity differential value per barrel of a shipper as determined in III. (above) is less than that determined under IV., the shipper will be credited with an amount as calculated in (a) above.~~

~~V. Calculations for receipts and deliveries shall be made each calendar month.~~

~~TYPICAL DELIVERY BANK~~

| Shipper | Volume BBLs | Measured Gravity ° API | *Gravity value \$/BBL | Volume X Value \$ |
|--------------------|----------------------------|---------------------------------------|--------------------------------------|----------------------------------|
| A | 10 | 26.5 | 5.300 | 53.00 |
| | 5 | 27.0 | 5.400 | 27.00 |
| | 10 | 28.0 | 5.600 | 56.00 |
| | 25 | | 5.440 | 136.00 |
| B | 10 | 27.5 | 5.500 | 55.00 |
| | 20 | 29.0 | 5.800 | 116.00 |
| | 15 | 28.5 | 5.700 | 85.50 |
| | 45 | | 5.700 | 256.50 |
| C | 10 | 27.0 | 5.400 | 54.00 |
| | 10 | 27.5 | 5.500 | 55.00 |
| | 10 | 26.5 | 5.300 | 53.00 |
| | 30 | | 5.400 | 162.00 |
| TOTAL | 100 | | 5.545 | \$554.50 |

~~Average Value of Deliveries: \$5.545~~

~~Shipper A receives a gravity value lower than average value of \$5.545, therefore, A receives payment 25(5.545 - 5.440) = + \$2.625~~

~~Shipper B receives a gravity value higher than average value of \$5.545, therefore, B pays 45(5.545 - 5.700) = - \$6.975.~~

~~Shipper C receives a gravity value lower than the average value of \$5.545, therefore, C receives payment 30(5.545 - 5.400) = + \$4.350.~~

~~The sum of payments equals the sum of the receipts.~~

~~*As calculated using the Gravity Value Formulae.~~

~~The calculations of each shipper's debits and credits will be made and a statement provided for each calendar month. The credit and debit balances will be adjusted between all shippers by collecting funds from those shippers having debit balances and by thereafter remitting funds so collected to the shippers having credit balances. Carrier may, at its option, require the shipper to prepay such charges or furnish guaranty of payment satisfactory to the Carrier for such obligations. Gravity Bank payments are due on the date specified on the invoice. Carrier will pay out only the funds collected. In the event of delay in collection from one or more shippers, the amounts collected shall be distributed to shippers having credit balances in proportion to their relative credit balances.~~

~~In the event any payment is made to a shipper hereunder and it is subsequently determined by any Federal or state court, administrative agency or other governmental entity having jurisdiction that no other shipper was liable for the adjustment for which payment was made, the shipper receiving such payment shall upon receipt of an accounting from Carrier return the same to the Carrier or its designated administrator. Carrier shall promptly utilize same to reimburse all shippers who made such payments.~~

~~Gravity Bank payments to or from shippers are not part of the transportation rate of Carrier and said payments shall not be an offset or other claim by any shipper against sums due the Carrier for transportation costs or other fees and charges collected under Carrier's tariffs and shall be handled by separate invoicing and payment.~~

105. COMMON STREAM PETROLEUM CONNECTING CARRIERS

~~When both receipts from and deliveries to a connecting Carrier, [W] Rocky Mountain Pipeline System LLC Tesoro Logistics Northwest Pipelines LLC, of substantially the same grade of Crude Petroleum are scheduled at the same interconnection, the Carrier reserves the right, with the cooperation of the connecting Carrier, to offset like volumes of such common stream Crude Petroleum in order to avoid the unnecessary use of energy which would be required to physically pump the offsetting volumes. The Carrier will apply to such offsetting of volumes the applicable tariff rate. When this rate is exercised, the Carrier will make the further deliveries for the shipper involved from its common stream Crude Petroleum.~~

110. PRORATIONPROCEDURE

When there shall be tendered to the Carrier for transportation on the Carrier's pipeline system or any part thereof under applicable tariffs, more crude petroleum than can be currently transported, the transportation furnished by the Carrier shall be apportioned among shippers in a fair and equitable manner so as to avoid discrimination among shippers and so as not to adversely affect the reasonable operations of the Carrier's facilities.

Because of the extensive and varied line capacities and types of Products transported over different segments of the Carrier's pipeline system, individual proration procedures as identified below, will be utilized to effectively handle proration on the affected line segment.

- ~~[C] 1. Reno to Casper refer to Proration Policy effective May 3, 2013 available upon request.~~
- ~~2. Iles to Wamsutter and Wamsutter to Wahsatch effective May 1, 2013 available upon request.~~
- ~~[C] 3. Western Corridor* refer to Proration Policy effective May 1, 2002 available upon request. (*Defined as: Rocky Mountain Pipeline System's space originating at the Canadian Border to Billings, MT (Glacier System); then Billings, MT to Elk Basin, WY, (Beartooth System); then Elk Basin, WY to Casper, WY (Bighorn System) with destinations at Casper, WY and Guernsey, WY.~~
- ~~4. Wahsatch Station, Utah to Salt Lake City, Utah refer to Proration Policy effective May 2, 2013, available upon request.~~
- ~~5. Guernsey or Ft. Laramie, Wyoming to Cheyenne, Wyoming refer to Proration Policy effective June 1, 2007, available upon request.~~

Space allocated to a shipper may be neither assigned to nor used to the benefit of another shipper. To discourage shippers from inflating Nominations, when Carrier has reason to believe that Nominations have been inflated, Carrier shall require written certification and assurance from responsible officials of shippers that shipper has title to, custody of and intends to tender all of the nominated grades and volumes between the origins and destinations indicated in its Nomination and that provision of this apportionment section have not been violated. In the event such provisions are violated, the allocated space for all shippers involved in the violation shall be reduced by the amount of the unauthorized space obtained; the reduction being effective for the remainder of the current month as well as the next month of proration.

EXPLANATION OF REFERENCE MARKS:

- [C] Cancel**
- [N] New**
- [U] Unchanged rate**
- [W] Change in wording only**

[W] ~~ROCKY MOUNTAIN PIPELINE SYSTEM LLC~~
TESORO LOGISTICS NORTHWEST PIPELINES LLC

[N] SLC CORE PIPELINE

LOCAL TARIFF

Applying on

CRUDE PETROLEUM

Governed, except as otherwise provided herein, by rules and regulations shown in [W] Rocky Mountain Pipeline System LLC's Tesoro Logistics Northwest Pipelines LLC SLC Core Pipeline's F.E.R.C. No. [W] ~~171.0.0~~ 6.0.0, or successive issues thereof.

[N] Issued on less than 1 day's notice under authority of 18 C.F.R. § 341.14. This tariff publication is conditionally accepted subject to refund pending a 30-day review period.

[N] Filed under the authority of 18 C.F.R. § 341.6 (Adoption of tariff by a successor). Effective May 1, 2018, Tesoro Logistics Northwest Pipelines LLC ("TLNP") acquired certain assets of Rocky Mountain Pipeline System LLC ("RMPS"). This tariff adopts RMPS's F.E.R.C. No. 172.9.0, which is brought forward unchanged unless otherwise indicated.

[C] This tariff publication is filed in accordance with indexing and tariff ceiling provisions of 18 CFR 342.3.

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TABLE OF RATES

| FROM | TO | Rates in Cents per Barrel of 42 United States Gallons |
|--|----------------------|--|
| Divide Junction, Uinta County, WY Evanston Junction, Uinta County, WY | Wahsatch Station, UT | [U] 10.51 |

NOTE 1 – When gathering service is performed, the through rate to destination will be made by adding [U] 122.50 cents per barrel to the rate named in this column.

NOTE 2 – Carrier will assess a power and flow improver surcharge of [U] 16.00 cents per barrel applicable to all volumes delivered into Granger Station or injecting into the [W] RMPS TLNP SLC Core Pipeline system between Granger Station and Wahsatch Station.

Movements from Divide Junction or Evanston Junction to Salt Lake City may be accomplished on this tariff to Wahsatch Station and then on SLC Pipeline LLC’s FERC No. 6.0.0, or reissues thereof, from Wahsatch Station to Salt Lake City.

EXCEPTIONS AND ADDITIONS TO [W] ~~ROCKY MOUNTAIN PIPELINE SYSTEM LLC’S~~ TLNP SLC CORE PIPELINE’S F.E.R.C. NO. [W] ~~171.0.0~~ 6.0.0, OR REISSUES THEREOF.

ITEM NO. 30: In addition to the provisions stated in Item No. 30, Segregation and Variations in Quality and Gravity, of [W] ~~Rocky Mountain Pipeline System LLC’s~~ TLNP SLC Core Pipeline’s rules and regulations tariff, F.E.R.C. No. [W] ~~171.0.0~~ 6.0.0, or reissues thereof, the following will apply to movements listed herein:

Crude petroleum accepted for transportation under this tariff must meet the following specifications:

- Gravity of crude petroleum must be between 45 degrees and 58 degrees API.
- Viscosity must not exceed 5 centistokes at 60° F.
- Reid Vapor Pressure (RVP) must not exceed 9.6 psi.
- Hydrogen sulfide content must be below 10 ppm.
- Sulfur content must not exceed 0.10% by weight.
- Basic sediment and water (BS&W) content must not exceed 0.3% by volume and free water content must not exceed 0.3% by volume.
- Pour point limits must not exceed +5F.

EXPLANATION OF REFERENCE MARKS:

- [C] **Cancel**
- [N] **New**
- [U] **Unchanged**
- [W] **Change in wording only**

[W] ~~ROCKY MOUNTAIN PIPELINE SYSTEM LLC~~
TESORO LOGISTICS NORTHWEST PIPELINES LLC

[N] SLC CORE PIPELINE

LOCAL TARIFF

Applying on

CRUDE PETROLEUM

Governed, except as otherwise provided herein, by rules and regulations shown in [W] Rocky Mountain Pipeline System LLC's Tesoro Logistics Northwest Pipelines LLC SLC Core Pipeline's F.E.R.C. No. [W] ~~171.0.0~~ 6.0.0, or successive issues thereof.

APPLICATION OF RATES FROM INTERMEDIATE POINTS

From any point not named in this tariff which is intermediate to a point from which rates are published herein, through such unnamed points, apply from such unnamed point the rate published herein from the next more distant point.

[N] Issued on less than 1 day's notice under authority of 18 C.F.R. § 341.14. This tariff publication is conditionally accepted subject to refund pending a 30-day review period.

[N] Filed under the authority of 18 C.F.R. § 341.6 (Adoption of tariff by a successor). Effective May 1, 2018, Tesoro Logistics Northwest Pipelines LLC ("TLNP") acquired certain assets of Rocky Mountain Pipeline System LLC ("RMPS"). This tariff adopts RMPS's F.E.R.C. No. 175.12.0, which is brought forward unchanged unless otherwise indicated.

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TABLE OF RATES

| FROM | TO | Rates in Cents per Barrel of 42 United States Gallons (Subject to Notes 1 and 2) |
|---|---|---|
| Bridger Station.....Wyoming (Uinta County) | Silver Eagle Refinery, Divide, Wyoming | [U] 94.48 |
| Granger.....Wyoming | Wahsatch Station, Utah | [U] 46.23 |

NOTE 1 – When gathering service is performed into Granger Station, Wyoming, the through rate to destination will be made by adding to the rate named in this column the charges, in cents per barrel, shown hereunder:

- (a) From the LaBarge Area, Lincoln County, Wyoming [U] 85.87
 - I. Except for gathering from the North Shallow Unit #8 where an additional [U] 37.28 cents per barrel will be added to the total LaBarge gathering rate.
 - II. Except for gathering from the “B” battery, Triple B field, Sublette County, Wyoming where an additional [U] 45.04 cents per barrel will be added to the total LaBarge gathering rate.
 - III. Carrier will assess a power surcharge of [U] 12.95 cents per barrel applicable to all volumes received in the LaBarge Area for injection into the [W] ~~RMPS~~ TNLP SLC Core Pipeline system at Granger Station

(b) From the Big Piney Area, Sublette County, Wyoming [U] 85.87

NOTE 2 – Carrier will assess a power and flow improver surcharge of [U] 16.00 cents per barrel applicable to all volumes delivered into Granger Station or injecting into the [W] ~~RMPS~~ TNLP SLC Core Pipeline system between Granger Station and Wahsatch Station.

Future movements from Bridger Station or Granger to Salt Lake City may be accomplished on this tariff to Wahsatch Station and then on SLC Pipeline LLC’s F.E.R.C. No. 6.0.0, or reissues thereof, from Wahsatch Station to Salt Lake City.

EXCEPTIONS AND ADDITIONS TO [W] ~~ROCKY MOUNTAIN PIPELINE SYSTEM LLC'S TLNP SLC CORE PIPELINE'S~~ F.E.R.C. NO. [W] ~~171.0.0~~ 6.0.0, OR REISSUES THEREOF.**ITEM NO. 90 – Truck Unloading:**

Where trucks are unloaded on [W] ~~Rocky Mountain Pipeline System LLC's~~ TLNP SLC Core Pipeline's main line at any of the origins identified above, a special handling charge of [U] 22.93 cents per barrel will be added to the trunk line rate in effect.

ITEM NO. 30: In addition to the provisions stated in Item No. 30, Segregation and Variations in Quality and Gravity, of [W] ~~Rocky Mountain Pipeline System LLC's~~ TLNP SLC Core Pipeline's rules and regulations tariff, F.E.R.C. No. [W] ~~171.0.0~~ 6.0.0, or reissues thereof, the following will apply to movements listed herein:

Crude petroleum accepted for transportation under this tariff must meet the following specifications:

- Gravity of crude petroleum must be between 45 degrees and 58 degrees API.
- Viscosity must not exceed 5 centistokes at 60° F.
- Reid Vapor Pressure (RVP) must not exceed 9.6 psi.
- Hydrogen sulfide content must be below 10 ppm.
- Sulfur content must not exceed 0.10% by weight.
- Basic sediment and water (BS&W) content must not exceed 0.3% by volume and free water content must not exceed 0.3% by volume.
- Pour point limits must not exceed +5F.

EXPLANATION OF REFERENCE MARKS:

- [C] **Cancel**
[N] **New**
[U] **Unchanged**
[W] **Change in wording only**

[W] ~~ROCKY MOUNTAIN PIPELINE SYSTEM LLC~~
TESORO LOGISTICS NORTHWEST PIPELINES LLC

[N] SLC CORE PIPELINE

LOCAL TARIFF

Applying on

CRUDE PETROLEUM

Governed, except as otherwise provided herein, by rules and regulations shown in [W] Rocky Mountain Pipeline System LLC's Tesoro Logistics Northwest Pipelines LLC SLC Core Pipeline's F.E.R.C. No. [W] ~~171.0.0~~ 6.0.0, or successive issues thereof.

APPLICATION OF RATES FROM INTERMEDIATE POINTS

From any point not named in this tariff which is intermediate to a point from which rates are published herein, through such unnamed points, apply from such unnamed point the rate published herein from the next more distant point.

[N] Issued on less than 1 day's notice under authority of 18 C.F.R. § 341.14. This tariff publication is conditionally accepted subject to refund pending a 30-day review period.

[N] Filed under the authority of 18 C.F.R. § 341.6 (Adoption of tariff by a successor). Effective May 1, 2018, Tesoro Logistics Northwest Pipelines LLC ("TLNP") acquired certain assets of Rocky Mountain Pipeline System LLC ("RMPS"). This tariff adopts RMPS's F.E.R.C. No. 176.9.0, which is brought forward unchanged unless otherwise indicated.

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TABLE OF RATES

| FROM | TO | Rates in Cents per Barrel of 42 United States Gallons (Subject to Notes 1 and 2) |
|---|---|--|
| Wamsutter, Wyoming (Sweetwater County) | Silver Eagle Refinery, Divide, Wyoming | [U] 146.94 |
| | Wahsatch Station, Utah | [U] 98.73 |

NOTE 1 – Gathering charges related to Buck Peak Junction and Iles Station, Colorado and 8-Mile Junction, Wyoming may be found on ~~[W] Rocky Mountain Pipeline System LLC’s Tesoro Logistics Northwest Pipelines LLC’s~~ F.E.R.C. No. ~~[W] 194.0.0~~ 12.0.0, or reissues thereof.

NOTE 2 – Carrier will assess a power and flow improver surcharge of [U] 16.00 cents per barrel applicable to all volumes delivered into Granger Station or injected into the ~~[W] RMPS~~ TLNP SLC Core Pipeline system between Granger Station and Wahsatch Station.

Future movements from the above referenced Origins to Salt Lake City may be accomplished on this tariff to Wahsatch Station and then on SLC Pipeline LLC’s F.E.R.C. No. 6.0.0, or reissues thereof, from Wahsatch Station to Salt Lake City.

EXCEPTIONS AND ADDITIONS TO ~~[W] ROCKY MOUNTAIN PIPELINE SYSTEM LLC’S~~ TLNP SLC CORE PIPELINE’S F.E.R.C. NO. ~~[W] 171.0.0~~ 6.0.0, OR REISSUES THEREOF.

ITEM NO. 90 – Truck Unloading

Where trucks are unloaded on ~~[W] Rocky Mountain Pipeline System LLC’s~~ TLNP SLC Core Pipeline’s main line at any of the origins identified above, a special handling charge of [U] 22.93 cents per barrel will be added to the trunk line rate in effect.

ITEM NO. 30: In addition to the provisions stated in Item No. 30, Segregation and Variations in Quality and Gravity, of ~~[W] Rocky Mountain Pipeline System LLC’s~~ TLNP SLC Core Pipeline’s rules and regulations tariff, F.E.R.C. No. ~~[W] 171.0.0~~ 6.0.0, or reissues thereof, the following will apply to movements listed herein:

Crude petroleum accepted for transportation under this tariff must meet the following specifications:

- Gravity of crude petroleum must be between 45 degrees and 58 degrees API.
- Viscosity must not exceed 5 centistokes at 60° F.
- Reid Vapor Pressure (RVP) must not exceed 9.6 psi.
- Hydrogen sulfide content must be below 10 ppm.
- Sulfur content must not exceed 0.10% by weight.
- Basic sediment and water (BS&W) content must not exceed 0.3% by volume and free water content must not exceed 0.3% by volume.

- Pour point limits must not exceed +5F.

EXPLANATION OF REFERENCE MARKS:

[C] **Cancel**
[N] **New**
[U] **Unchanged**
[W] **Change in Wording Only**

[W] ~~ROCKY MOUNTAIN PIPELINE SYSTEM LLC~~
TESORO LOGISTICS NORTHWEST PIPELINES LLC

[N] SLC CORE PIPELINE

In connection with
[W] ~~QEPM~~ Andeavor Gathering I, LLC

JOINT TARIFF

Applying on

CRUDE PETROLEUM

Governed, except as otherwise provided herein, by rules and regulations shown in [W] ~~Rocky Mountain Pipeline System LLC's~~ Tesoro Logistics Northwest Pipelines LLC SLC Core Pipeline's F.E.R.C. No. [W] ~~171.0.0 6.0.0~~, or successive issues thereof.

[N] Issued on less than 1 day's notice under authority of 18 C.F.R. § 341.14. This tariff publication is conditionally accepted subject to refund pending a 30-day review period.

[N] Filed under the authority of 18 C.F.R. § 341.6 (Adoption of tariff by a successor). Effective May 1, 2018, Tesoro Logistics Northwest Pipelines LLC ("TLNP") acquired certain assets of Rocky Mountain Pipeline System LLC ("RMPS"). This tariff adopts RMPS's F.E.R.C. No. 184.13.0, which is brought forward unchanged unless otherwise indicated.

~~[C] This tariff publication is filed in accordance with indexing and tariff ceiling provisions of 18 CFR 342.3.~~

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TABLE OF RATES

| FROM | TO | Rates in Cents per Barrel of 42 United States Gallons |
|-----------------------------------|-----------------------------|---|
| Gobblers Knob Station.....Wyoming | Granger Station.....Wyoming | [U] 177.85 |

In addition to the rate noted above, Carrier will assess a power surcharge of [U] 12.95 cents per barrel applicable to all volumes received in the LaBarge Area for injection into the [W] ~~RMPS~~ TLNP SLC Core Pipeline system at Granger Station.

Routing:

1. [W] ~~QEPM~~ Andeavor Gathering I, LLC From Gobblers Knob Station, Wyoming to Labarge Station, Wyoming
2. [W] ~~Rocky Mountain Pipeline System LLC~~ Tesoro Logistics Northwest Pipelines LLC – From Labarge Station, Wyoming to Granger Station, Wyoming

EXCEPTIONS AND ADDITIONS TO [W] ~~ROCKY MOUNTAIN PIPELINE SYSTEM LLC'S~~ TLNP SLC CORE PIPELINE'S F.E.R.C. NO. [W] ~~171-0-0~~ 6.0.0, OR REISSUES THEREOF.

ITEM NO. 30: In addition to the provisions stated in Item No. 30, Segregation and Variations in Quality and Gravity, of [W] ~~Rocky Mountain Pipeline System LLC's~~ TLNP SLC Core Pipeline's rules and regulations tariff, F.E.R.C. No. [W] ~~171-0-0~~ 6.0.0, or reissues thereof, the following will apply to movements listed herein:

Crude petroleum accepted for transportation under this tariff must meet the following specifications:

- Gravity of crude petroleum must be between 45 degrees and 58 degrees API.
- Viscosity must not exceed 5 centistokes at 60° F.
- Reid Vapor Pressure (RVP) must not exceed 9.6 psi.
- Hydrogen sulfide content must be below 10 ppm.
- Sulfur content must not exceed 0.10% by weight.
- Basic sediment and water (BS&W) content must not exceed 0.3% by volume and free water content must not exceed 0.3% by volume.
- Pour point limits must not exceed +5F.

Explanation of reference marks:

- [C] Cancel
- [N] New
- [U] Unchanged
- [W] Change in Wording Only

[W] ~~ROCKY MOUNTAIN PIPELINE SYSTEM LLC~~
TESORO LOGISTICS NORTHWEST PIPELINES LLC

[N] SLC CORE PIPELINE

PROPORTIONAL TARIFF

CONTAINING RATES
APPLYING ON THE TRANSPORTATION OF

CRUDE PETROLEUM

From point in **WYOMING** To points in **WYOMING**

Governed, except as otherwise provided herein, by rules and regulations shown in [W] ~~Rocky Mountain Pipeline System LLC's Tesoro Logistics Northwest Pipelines LLC SLC Core Pipeline's~~ F.E.R.C. No. [W] ~~171.0.0~~ 6.0.0, or successive issues thereof.

[N] Issued on less than 1 day's notice under authority of 18 C.F.R. § 341.14. This tariff publication is conditionally accepted subject to refund pending a 30-day review period.

[N] Filed under the authority of 18 C.F.R. § 341.6 (Adoption of tariff by a successor). Effective May 1, 2018, Tesoro Logistics Northwest Pipelines LLC ("TLNP") acquired certain assets of Rocky Mountain Pipeline System LLC ("RMPS"). This tariff adopts RMPS's F.E.R.C. No. 193.9.0, which is brought forward unchanged unless otherwise indicated.

[C] This tariff publication is filed in accordance with indexing and tariff ceiling provisions of 18 CFR 342.3.

Issued: May 25, 2018

Effective: May 25, 2018

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

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LIST OF POINTS FROM AND TO WHICH RATES APPLY AND RATES
 (Rates in cents per barrel of 42 United States Gallons each)

| ORIGIN | DESTINATION | RATE |
|--------------------------------|------------------------------|-------------|
| Wamsutter Terminal, Wyoming | Ft. Laramie Station, Wyoming | [U] 267.43 |
| Wamsutter Terminal, Wyoming | Guernsey Station, Wyoming | [U] 284.38 |

EXCEPTIONS AND ADDITIONS TO [W] ~~ROCKY MOUNTAIN PIPELINE SYSTEM LLC'S TLNP SLC CORE PIPELINE'S~~ F.E.R.C. NO. [W] ~~171.0.0~~ 6.0.0, OR REISSUES THEREOF.

ITEM NO. 15: In lieu of the provisions stated in Item No. 15 (a), Mixtures, of [W] ~~Rocky Mountain Pipeline System LLC's TLNP SLC Core Pipeline's~~ rules and regulations tariff, F.E.R.C. No. [W] ~~171.0.0~~ 6.0.0, or reissues thereof, the following will apply to movements listed herein:

The following common stream will be accepted for movement under this tariff.

Rocky Mountain Light Sweet (RMLS), SW Wyoming "U Crude", of less than 0.1% sulfur by weight and not to exceed 58 degrees API gravity at 60 degrees F.

ITEM NO. 30: In addition to the provisions stated in Item No. 30, Segregation and Variations in Quality and Gravity, of [W] ~~Rocky Mountain Pipeline System LLC's TLNP SLC Core Pipeline's~~ rules and regulations tariff, F.E.R.C. No. [W] ~~171.0.0~~ 6.0.0, or reissues thereof, the following will apply to movements listed herein:

Crude petroleum accepted for transportation under this tariff must meet the following specifications:

- Gravity of crude petroleum must be between 45 degrees and 58 degrees API.
- Viscosity must not exceed 5 centistokes at 60° F.
- Reid Vapor Pressure (RVP) must not exceed 9.6 psi.
- Hydrogen sulfide content must be below 10 ppm.
- Sulfur content must not exceed 0.10% by weight.
- Basic sediment and water (BS&W) content must not exceed 0.3% by volume and free water content must not exceed 0.3% by volume.
- Pour point limits must not exceed +5F.

ITEM NO. 40: In lieu of the provisions stated in Item No. 40 (b), Gauging, Deductions, and Adjustments, of [W] ~~Rocky Mountain Pipeline System LLC's TLNP SLC Core Pipeline's~~ rules and regulations tariff, F.E.R.C. No. [W] ~~171.0.0~~ 6.0.0, or reissues thereof, the following will apply to movements listed herein:

A deduction of one-fourth of one percent (0.25%) will be made to cover evaporation, interface losses, and other normal losses during transportation.

ITEM NO. 90: Where trucks are unloaded on [W] ~~Rocky Mountain Pipeline System LLC's~~ SLC Core Pipeline's main line at any of the origins identified above, a special handling charge of [U] 18.87 cents per barrel will be added to the trunk line rate in effect.

ITEM NO. 100: In lieu of the provisions stated in Item No. 100, Gravity Bank Adjustments, of [W] ~~Rocky Mountain Pipeline System LLC's~~ TLNP SLC Core Pipeline's rules and regulations tariff, F.E.R.C. No. [W] ~~471.0.0~~ 6.0.0, or reissues thereof, the following will apply to movements listed herein: The Gravity Bank Adjustments set forth in Item No. 100 do not apply to movements listed herein.

EXPLANATION OF REFERENCE MARKS:

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- [N] New
- [U] Unchanged
- [W] Change in Wording Only

**[W] ~~ROCKY MOUNTAIN PIPELINE SYSTEM LLC~~
TESORO LOGISTICS NORTHWEST PIPELINES LLC**

[N] SLC CORE PIPELINE

PROPORTIONAL TARIFF

Applying on

CRUDE PETROLEUM

Governed, except as otherwise provided herein, by rules and regulations shown in ~~[W] Rocky Mountain Pipeline System LLC's Tesoro Logistics Northwest Pipelines LLC SLC Core Pipeline's~~ F.E.R.C. No. ~~[W] 171.0.0 6.0.0~~, or successive issues thereof.

APPLICATION OF RATES

Rates named in this tariff are applicable on interstate shipments to the named destination for transportation beyond by pipeline.

APPLICATION OF RATES FROM INTERMEDIATE POINTS

From any point not named in this tariff which is intermediate to a point from which rates are published herein, through such unnamed points, apply from such unnamed point the rate published herein from the next more distant point.

[N] Issued on less than 1 day's notice under authority of 18 C.F.R. § 341.14. This tariff publication is conditionally accepted subject to refund pending a 30-day review period.

[N] Filed under the authority of 18 C.F.R. § 341.6 (Adoption of tariff by a successor). Effective May 1, 2018, Tesoro Logistics Northwest Pipelines LLC ("TLNP") acquired certain assets of Rocky Mountain Pipeline System LLC ("RMPS"). This tariff adopts RMPS's F.E.R.C. No. 194.7.0, which is brought forward unchanged unless otherwise indicated.

~~[C] This tariff publication is filed in accordance with indexing and tariff coiling provisions of 18 CFR 342.3.~~

Issued: May 25, 2018

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

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TABLE OF RATES

| FROM | TO | Rates in Cents per Barrel of 42 United States Gallons (Subject to Note 1) |
|--|--|---|
| Wyoming Stations 4-Mile Junction, Carbon County 8-Mile Junction, Carbon County | Wamsutter, Wyoming (Sweetwater Co.) | [U] 8.97 |
| Colorado Stations Buck Peak Junction, Moffat County Iles, Moffat County | | [U] 63.92 |

NOTE 1 – When gathering service is performed into the origin points contained herein, the through rate to destination will be made by adding [U] 51.33 cents per barrel to the rate named in this column.

Exception to F.E.R.C. No. [W] ~~171.0.0~~ 6.0.0, Item No. 90 – Truck Unloading

Where trucks are unloaded on [W] ~~Rocky Mountain Pipeline System LLC’s TLNP SLC Core Pipeline’s~~ main line at any of the origins identified above, a special handling charge of [U] 22.93 cents per barrel will be added to the trunk line rate in effect.

EXCEPTIONS AND ADDITIONS TO [W] ~~ROCKY MOUNTAIN PIPELINE SYSTEM LLC’S TLNP SLC CORE PIPELINE’S~~ F.E.R.C. NO. [W] ~~171.0.0~~ 6.0.0, OR REISSUES THEREOF.

ITEM NO. 30: In addition to the provisions stated in Item No. 30, Segregation and Variations in Quality and Gravity, of [W] ~~Rocky Mountain Pipeline System LLC’s TLNP SLC Core Pipeline’s~~ rules and regulations tariff, F.E.R.C. No. [W] ~~171.0.0~~ 6.0.0, or reissues thereof, the following will apply to movements listed herein:

Crude petroleum accepted for transportation under this tariff must meet the following specifications:

- Gravity of crude petroleum must be between 45 degrees and 58 degrees API.
- Viscosity must not exceed 5 centistokes at 60° F.
- Reid Vapor Pressure (RVP) must not exceed 9.6 psi.
- Hydrogen sulfide content must be below 10 ppm.
- Sulfur content must not exceed 0.10% by weight.
- Basic sediment and water (BS&W) content must not exceed 0.3% by volume and free water content must not exceed 0.3% by volume.
- Pour point limits must not exceed +5F.

EXPLANATION OF REFERENCE MARK:

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