

Marketlink, LLC

Local Pipeline Tariff

Containing Rates
Applying to the Transportation of
Petroleum

From Cushing, Oklahoma to Port Arthur and Houston, Texas

Governed, except as otherwise provided, by Marketlink, LLC's Rules and Regulations, F.E.R.C. No. 1.7.0 and supplements thereto and reissues thereof. Capitalized terms used herein and not otherwise defined have the meanings set out in such Rules and Regulations.

Filed in accordance with 18 CFR §342.4(b) and pursuant to the Commission's Order on Application for Market Power Determination, Marketlink, LLC, Docket No. OR19-30-000 issued on December 9, 2019.

[N] Filed in accordance with 18 C.F.R. § 342.4(b)

[N] Filed in accordance with 18 C.F.R. § 341.4

[N] Issued on 2 days' notice under authority of 18 CFR § 341.14. This tariff publication is conditionally accepted subject to refund pending a 30 day review period.

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

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Table 1 - Uncommitted Rates ⁽¹⁾**Market Based Rates***

(Rates in United States dollars per barrel)

Origin	Destination	Rates In Effect	
		Light Crude	Heavy Crude
Cushing, Oklahoma	Port Arthur, Texas ⁽²⁾	[U] 0.950	[U] 1.140
	Houston, Texas	[U] 0.950	[U] 1.140

Origin	Destination	Volume Tiers (bbl/Day)	Temporary Volume Incentive ⁽³⁾	
			Light Crude	Heavy Crude
Cushing, Oklahoma	Port Arthur, Texas ⁽²⁾	10,000 – 29,999	[U] 0.95	[U] 1.14
		30,000 – 49,999	[U] 0.90 0.85	[U] 1.10 1.14
		>= 50,000	[U] 0.85	[U] 1.05
	Houston, Texas	10,000 – 29,999	[U] 0.95	[U] 1.14
		30,000 – 49,999	[U] 0.90 0.85	[U] 1.10 1.14
		>= 50,000	[U] 0.85	[U] 1.05

⁽¹⁾ Market Based Uncommitted Rates are applicable to a Non-Term Shipper and to a Term Shipper for volumes Tendered in excess of the Contract Volume in accordance with Term Shipper's Contract.

⁽²⁾ Volumes Tendered to Port Arthur will be charged an additional surcharge as follows:
a) [U] US\$0.1210/bbl for volumes Delivered at the Sour Lake interconnect facility.

⁽³⁾ The Temporary Volume Incentive Rates are effective from September 1, 2022 through September 30, 2022, unless sooner cancelled or extended by Carrier. Where "Uncommitted Rate" is used in the Rules and Regulations and when Temporary Volume Incentive Rates are in effect, Carrier will apply Temporary Volume Incentive Rates in accordance with the volume tiers based on the Allocated Volume. In determining Volume Tiers, Light and Heavy volumes will be considered separately and not in aggregate. Temporary Volume Incentive Rates shall also apply to Committed Shippers' Excess Volume, if applicable.

*Rates are not subject to the FERC index for the period July 1, 2022 to June 30, 2023, in accordance with 18 CFR §342.4(b) and pursuant to the Commission's Order on Application for Market Power Determination, Market link, LLC, Docket No. OR 19-30-000 issued on December 9, 2019.

Table 2 – Volume Incentive Rates (1)*

(Rates in United States dollars per barrel)

Origin	Destination	Contract Term	Volume Tiers (bbl/Day)	Term Shipper Floor and Ceiling Rate				Temporary Discounted Rate (2)	
				Light Crude		Heavy Crude ⁽³⁾		Light Crude	Heavy Crude ⁽³⁾
				Floor Rate	Ceiling Rate	Floor Rate	Ceiling Rate		
Cushing, Oklahoma	Port Arthur, Texas ⁽⁴⁾ or Houston, Texas	ST ⁽⁵⁾	3,333 – 29,999	[U] \$0.75	[U] \$2.00	[U] \$1.03	[U] \$2.28	[I] <u>\$1.13</u>	[I] <u>\$1.41</u>
			30,000 – 49,999	[U] \$0.70	[U] \$2.00	[U] \$0.98	[U] \$2.28	[I] <u>\$1.10</u>	[I] <u>\$1.38</u>
			>= 50,000	[U] \$0.65	[U] \$2.00	[U] \$0.93	[U] \$2.28	[I] <u>\$1.08</u>	[I] <u>\$1.36</u>
		LT ⁽⁵⁾	3,333 – 29,999	[U] \$0.70	[U] \$2.00	[U] \$0.98	[U] \$2.28	[I] <u>\$1.10</u>	[I] <u>\$1.38</u>
			30,000 – 49,999	[U] \$0.65	[U] \$2.00	[U] \$0.93	[U] \$2.28	[I] <u>\$1.08</u>	[I] <u>\$1.36</u>
			>= 50,000	[U] \$0.60	[U] \$2.00	[U] \$0.88	[U] \$2.28	[I] <u>\$1.05</u>	[I] <u>\$1.33</u>

(1) Volume Incentive Rates are applicable to Shippers who executed TSAs for a 1- or 2-year term, pursuant to an open season held between April 8, 2022 and May 9, 2022. At no point will Volume Incentive Shipper rates be lower than the Floor Rate or higher than the Ceiling Rate associated with each applicable Volume Tier. The actual rate is based on the actual Calendar Month Average of MEH. The MEH information is available to all Shippers at the following website: <https://direct.argusmedia.com/price/pricedata#>. The actual rate will be filed with FERC no later than the first business day of the nomination month. For clarity, the Volume Incentive Rate will be calculated monthly as follows for each Committed Contract Volume Tier: Calendar month average of the MEH differential as posted on Argus minus the discount factor of forty cents (\$0.40); if calculation is less than the Floor Rate, shipper will pay the Floor Rate; if calculation exceeds the Floor Rate, shipper will pay the Floor Rate plus 50% of the positive difference of the MEH calculated price less the Floor Rate (not to exceed the Ceiling Rate).

(2) Volumes transported shall be subject to the temporary discounted rates in Table 2, in accordance with Term Shipper's Contract. The temporary discounted rates from the ceiling rate will be calculated based on the actual Calendar Month Average of MEH no later than [W] ~~August 1, 2022 July 1, 2022~~ and will be effective from [W] ~~August 1, 2022 July 1, 2022~~ to [W] ~~August 31, 2022 July 31, 2022~~. The ceiling rate will therefore be in effect on [W] ~~September 1, 2022 August 1, 2022~~.

(3) Includes an additional surcharge of [U] US\$0.28/bbl for the transportation of Heavy Crude.

(4) Volumes Tended to Port Arthur will be charged an additional surcharge as follows:
a) [U] US\$0.1210/bbl for volumes Delivered at the Sour Lake interconnect facility.

(5) Short-term (ST) service is 12 months and long-term (LT) service is 24 months. The term and volume commitment is specified by Term Shipper in their Contract.

* Rates are not subject to the FERC index for the period July 1, 2022 to June 30, 2023, in accordance with Term Shipper's Contract.

Explanation of reference marks:

[I] Increase, [N] New, [U] Unchanged Rate, [W] Change in Wording.