JET Infrastructure
1805 Shea Center Drive
Suite 300
Highlands Ranch, CO 80129

Shipper Handbook & Tariffs

Last Revised: December 2025

Table of Contents

1.1 Tariff Rate Summary for Florida Destinations

(Cents per Barrel)

Rates current as of 7/1/2025
(If applicable, any subsequent tariff filings will have precedence over these listed rates)

	RECEIPT LOCATION
DESTINATION LOCATION	**PORT EVERGLADES, FLORIDA (Broward County)**
	AVIATION TURBINE FUEL
Miami International Airport	137.40

2.1 Nominating Procedures

All shippers are required to submit a monthly nomination of shipments to each location on: **Everglades Pipeline System**

JET utilizes an online Shipper Information System (Transport4). Transport4 can be accessed from any personal computer with an Internet connection and Internet Explorer 4.0 or greater. All Shippers on JET are required to submit their nominations by using the Transport4 system. Nominations should be submitted via Transport4 no later than the 15th day of the month preceding the month of scheduled shipment. Requests for shipments received after the 15th day of the month will be handled on a best-efforts basis only.

To obtain access to Transport4 for the first time, submit an email request to the Transport4 help desk at info@transport4.com or call 888-844-9404.

Include the following information:

- Name of your company administrator (an employee within your company designated to assign Transport4 user accounts)
- Phone number
- Email address
- List of carriers for which access should be granted (each of the carriers must approve your request)

Required Nomination Data

A nomination submitted via Transport4 must include the following information:

Batch Information:

1. Shipper (Automatically filled by Transport4 unless you are a company agent for multiple Shippers. Shipper codes can be found in section 6.5, Uniform Codes.)
2. Product
3. SCD (Pipeline system. SCD codes can be found in section 6.5, Uniform Codes.)

Note: Only one Batch Id is generated for each nomination entry. Do not try to submit a group of nominations as one entry.

Supplied Nomination Data

JET uses an automatic batch assign process. This process completes the batch information based upon the supplied requested event date. The Everglades Pipeline System operates on weekly cycles. Batch calendar information for all of JET's product systems can be found on within the Shipper's Notebook or in Transport4 by selecting the CCIM button followed by selecting JET's logo.

1. Cycle desired (Transport4 automatically furnishes the cycle based upon the first receipt event's requested date.)
2. Phase desired (Transport4 automatically furnishes the phase based upon the first event's requested date or the shipper may choose an open phase themselves.)

EVENT INFORMATION (See Tables 2.1, 2.2 and 2.3 for average in-transit times.)

1. Event Type (Each nomination has, at a minimum, one receipt and one delivery event.)
2. Vol (Volume is specified as 25.0 or 25000. You must select the correct units.)
3. Units (Select Mbarrels or Barrels. JET does not use Gallons.)
4. Loc (Location Codes can be found in section 6.5, Uniform Codes)
5. S/C (Supplier/Consignee – The S/C for a receipt event is the supplier and the S/C for a delivery event is the consignee of the batch. The S/C is not a required field. Use this field to specify a party who has ownership of the commodity yet does not own the facility from/to which the commodity will lift or deliver.)
6. Tnk (The Tanker is the tankage party to which the commodity will originate or deliver. Upon initial entry of a nomination, only delivery event tankers are required. Prior to the batch being lifting to the pipeline, receipt event tankers need to be entered into the Transport4.)
7. Add TPT (Currently, this field is not processed in JET's internal system.)
8. Requested Event date (Requested event dates for delivery events should be supplied for all Midwest nominations.)

NOMINATION VALIDATION

Transport4 validates the submitted nomination data if the following rules are met:

1. The product code must be a valid product code for JET.
2. The total receipt volumes must equal the total delivery volumes.
3. All receipt events must have a requested event date.
4. All delivery events must have a valid tanker.
5. Transport4 will only accept valid tankers for the specified locations.
6. The locations specified are valid locations for the specified SCD.
7. The SCD must be a valid SCD for JET.
8. All S/C's must be a valid supplier or consignee on JET.

Note: A nomination can take several minutes before the system assigns a cycle and phase due to the time required to replicate the nomination data back and forth between Transport4's and JET's systems.

2.2 Scheduling Procedures

Nominations Notification

Nominations received through Transport4 will be reviewed for requested receipt event date accuracy and subsequently approved by a Transportation Department scheduler. The batch will be presumed accepted, unless otherwise indicated by the Transportation Department Scheduler via T-4. Transport4's Alert functionality blinks when a nomination has been rejected by JET.

Changing a Nomination

Any nomination can be changed in the Transport4 system by querying for the specific nomination and performing the necessary changes to the event data. The batch data (Shipper – Product – Cycle/ & SCD) cannot be changed in the Transport4 because JET always assigns the Batch Id automatically. All nomination changes are automatically pushed to the Transportation's Computer-Aided Scheduling system where they will be processed and scheduled. It is at the discretion of the Scheduling Department to accept or reject this change or any nomination that does not comply with JET's business rules as stated in our published FERC tariffs.

Changing a Nomination by JET due to T4 has locked the nomination

Transport4 will not allow a shipper to change a nomination after the following rules are met:

1. Any portion of the delivery has been ticketed, the nomination is locked and the shipper cannot change the nomination
2. The requested date has passed
3. When a line fill has pulled and ticketed

The nomination can be changed by a JET representative at the request of the shipper. The shipper must approve the change in writing and the approval documentation will be retained by JET.

Copying a Nomination

The Transport4 system allows the user to inquire a previous nomination, change the location, volume, Tanker, and S/C data (if needed), add the new requested events dates, and submit the nomination as a new entry. This functionality minimizes the amount of data entry required by the user.

Inquire Nominations

The Inquire Nominations functionality on Transport4 allows the user to specify specific criteria in order to view detailed nominations. The user can query by product, cycles, requested event dates, etc. to narrow their search of specific nominations.

Note: If using the requested event dates as your search criteria, only those events with requested events dates will be returned from your query.

Confirmation of Receipt Tanker

It is the responsibility of the Shipper (not the supplier or trading company) to enter the Tanker and/or Supplier/Consignee into Transport4 for the origin of the product. The Transportation Department must receive a confirmation of product source a minimum of three (3) working days prior to the requested receipt date.

Three (3) working days prior to pumping is defined in the following examples. Working days do not include weekends or company observed holidays.

- If a batch is scheduled to lift on a Friday, then three (3) working days prior would be a Tuesday.
- If a batch is scheduled to lift on a Saturday or Sunday, three (3) working days prior would be a Wednesday
- If a batch is scheduled to lift on a Monday, three (3) working days prior would be a Wednesday prior.

Any batch that does not have a confirmed source of supply will be taken out of nomination. It will be the Shipper's responsibility to re-nominate for a later date. Confirmation of supply source will include the following:

1. Tanker – the refinery, terminal or connecting carrier where the product will become available.
2. Supplier – the refinery or terminal throughputter or connecting carrier Shipper account (not required).

Transport4 provides an easy and convenient method of confirming the supply source. The Transportation Department, through our Computer-Aided Scheduling system, pushes carrier accepts and rejects statuses to Transport4 upon acknowledgment of a change. It is at the discretion of the Transportation department to accept or reject any changes to nominations.

Receipt Coordination

After the Shipper has confirmed the Supply Source for a shipment, the Transportation Department will then confirm the transaction with the designated terminal by providing a receipt schedule either by fax, Transport4 or via JET's operating personnel. Terminal employees can be setup in Transport4 to access schedules, which pertain to their specific locale. The Transport4 user can select these options along with Push options to automatically send schedules from one (1) to three (3) times a day.

Terminal Delivery Schedule

The terminal delivery schedule will confirm a shipment's delivery time to within a 2 to 3 hour range. This schedule is sent to local delivery locations by either fax, Transport4 or via JET's operating personnel.

Daily Lifting and Delivery Orders

Transportation personnel coordinate the daily operating information with our Control Center and field personnel. The Control Center personnel and/or field personnel then work with the Tanker operators to complete the actual movements.

2.3 Ticketing

Tickets are prepared by our Control Center or field locations and will be provided to the Shipper, the Tankers, and the Suppliers/Consignees by Transport4. The Transport4 user can select Push options, which will automatically supply a fax, email, or an EDI copy of all tickets.

Note: Suppliers/Consignees can only receive tickets via Transport4.

2.4 Third-party Tickets

Third party tickets (TPT) will be managed through Transport4. It will be the responsibility of the Shipper to assign a TPT to a ticket. The TPT must be a valid company on Transport4. This service will be provided for a nominal fee.

2.5 Pipeline Allocation

During periods of pipeline allocation, JET scheduling will adhere to the policy in JET Infrastructure Rules and Regulations or any supplement thereto or re- issues thereof. Under normal operating conditions, JET makes every reasonable effort to be flexible and accommodate requests from shippers for nomination, schedule, and volume changes. Unfortunately, when a system is over-nominated and we are forced to prorate a line, we can no longer accommodate changes of any kind.

It has always been JET's policy to conform to common carrier laws and regulations that require offering all shippers equitable and non-discriminatory access to our pipelines. To operate in a fair and equitable fashion requires that if we accommodate a change for one shipper, we must be able to accommodate the same change for any and all other shippers requesting it.
Unfortunately, this simply becomes impossible when the pipeline is completely full.

In order that all parties understand the policies that have been put in place to ensure fair and equitable access for all shippers during periods of proration, we feel it is important to clearly state what changes are permissible during periods of allocation.

Changes that will not be Accommodated During Periods of Allocation:

- Any change that would allow a shipper to exceed their allocated binding nomination for any pipeline, product, origin, or set of destinations.
- Source shifting that would allow a shipper to exceed their allocated binding nomination for any origin.
- Destination shifting that would allow a shipper to exceed their allocated binding nomination for a set of destinations
- Product type shifting from a gasoline to a distillate cycle or distillate to gasoline cycle.

Changes that will be Accommodated During Periods of Allocation:

- Reductions in batches.
- Minor batch timing changes that can be accommodated within the same cycle.

Note: Shippers who ship less than 85% of allocated binding nominations will be charged transportation for the shortfall per the published policy for allocating the pipeline.

2.6 Disposition of Commodities on Failure to Deliver

In the event Carrier has accepted a Batch of Commodity for transportation in reliance upon Shipper's representations as to delivery at Origin from Receipt Tanker and/or receipt at Destination by Delivery Tanker, and the Tanker fails to accomplish delivery and/or receipt of Commodity, Carrier will permit reconsignment. Carrier will consider all such reconsignment arrangements to be timely if notice of these alternate arrangements is received by the Carrier in sufficient time to avoid shutting down operation of the affected pipeline segment or facilities. If suitable reconsignment arrangements are made by the Shipper but the Carrier is not notified in time sufficient to avoid a shutdown of the affected pipeline segment or facilities, then and in such event Shipper will be assessed a penalty of three thousand dollars ($3,000.00) for each hour of lost operation or fraction thereof.

2.7 Failure to Deliver or Receive at Scheduled Rate

In the event Carrier has accepted a Batch of Commodity for transportation in reliance upon Shipper's representation as to delivery at Origin from Receipt Tanker and/or receipt at Destination by Delivery Tanker, and the Tanker fails to accomplish delivery and/or receipt of Commodity at the rate of delivery necessary to complete delivery of the Batch within the delivery period ("Required Scheduled Rate"), which shall not exceed the full pipeline pumping rate, Shipper will be assessed a penalty. The penalty shall be assessed only in an instance where the failure results in a reduction during the delivery month in nominations previously accepted under Item 2.1 or in an extension of the delivery month to accommodate the nominations at the reduced rate of delivery, and shall only be applied to the reduction in the rate of delivery. The penalty shall be calculated under the following formula:

Penalty = $3,000.00 X Penalty Percentage X Batch delivery period (in hours), where:

a. Penalty Percentage = 100% minus Slow Down Percentage Rate;
b. Slow Down Percentage Rate = Slow Down Rate divided by Required Scheduled Rate; and
c. Slow Down Rate = Average actual rate of delivery over Batch delivery period.

Shipper will be responsible for the prompt payment of any and all claims that may be brought against the Carrier from other Shippers or affected Parties as a result of a failure of delivery or receipt by the Tanker under this item.

3.1 Quality Assurance Program

JET has established a comprehensive Quality Assurance Program for the pipelines it operates.

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

Product Receipt:
JET's specifications and requirements for refined product receipts are summarized as follows and must meet JET's Product Acceptance Criteria (Page 3-2):

1. Refined Petroleum Products shall have an A.P.I. gravity at 60 Degrees Fahrenheit of not less than 25 Degrees A.P.I. and not more than 80 Degrees A.P.I.; have a viscosity not more than 4.3 centistokes at 100 Degrees Fahrenheit; have a vapor pressure not more than 15 P.S.I. Reid; and have a color not darker than No. 3 A.S.T.M. In addition, gasolines shall not have a Reid vapor pressure, oxygen content or benzene content in excess of the "applicable standard" as determined by the United States Environmental Protection Agency or any more stringent state requirement from time to time in effect. This specification includes the products of petroleum commonly known as gasoline, kerosene, aviation turbine fuel, fuel oil distillate and diesel fuel.
2. For gasoline tendered for transportation, Shipper must inform Carrier of the percentage by volume and kind of any blending components used which are not pure hydrocarbons. The use of methanol and ethanol as blending components is prohibited.
3. Carrier shall have no obligation to accept Commodities for transportation if such Commodities contain water or other impurities.
4. JET will not accept incoming product with a temperature exceeding 100□F.
5. The use of biofuels, such as ethanol and biodiesel, is expressly prohibited. Any product containing biofuels will not be accepted for shipment.
6. Refiners that supply product to JET through "in-line blending" must:
    - Supply an approximate gravity for the product
    - Certify that product will meet JET's listed quality specifications (as described in JET's Product Acceptance Criteria (Section 3, Page 2)
    - Provide for remediation of any product batches which fail to meet JET's listed quality specifications (as described in JET's Product Acceptance Criteria (Section 3, Page 2)
7. All refined products except aviation grades must meet a minimum level of corrosion protection, indicated by a minimum rating of B+ as determined by NACE Standard Test Method TM0172-2001 (Determining Corrosive Properties of Cargoes in Petroleum Product Pipelines).

DISTILLATES: YEAR LONG	PRODUCT ACCEPTANCE CRITERIA												JETINFRASTRUCTURE
PRESHIPMENT FAX DATA (1)	1-K Kerosene 53 DRA: NO		#2 Fuel Oil 62 DRA: YES		LSD 70 DRA: YES		Aviation Kerosene 82, 182 DRA: NO		JP-8 81 DRA: NO				
	Min/Max		Min/Max		Min/Max		Min/Max		Min/Max				
GRAVITY	37	51	30	42	30	42	37	51	37	51			
FLASH, Deg. F	TAG 123	TAG 170	PM 130	PM 200	PM 130	PM 200	TAG 108	TAG 160	PM 108	PM 160			
COLOR	No signs of any dye.		11.1 ppm	15.0 ppm	No signs of any dye.		No signs of any dye.		No signs of any dye.				
SULFUR, WT%		0.04		0.3		0.047		0.3		0.3			
CETANE INDEX					42								
WISM (MSEP)	85						85		Report				
Saybolt Color	18						16						
Our Test Results (1)													
	Min/Max		Min/Max		Min/Max		Min/Max		Min/Max				
GRAVITY	37	51	30	42	30	42	37	51	37	51			
FLASH, Deg. F	TAG 123	TAG 170	PM 130	PM 200	PM 130	PM 200	TAG 105	TAG 160	PM 108	PM 160			
COLOR	No signs of any dye.		10.0 ppm	17.0 ppm	No signs of any dye.		No signs of any dye (In White Bucket)		No signs of any dye (In White Bucket)				
SULFUR, WT%		0.046		0.35		0.055		0.35		0.35			
MILLIPORE							1 Gallons						
HAZE		2		2		2		2		2			
WISM (MSEP)	85						85		Report				
Saybolt Color	18						16						
NOTES:	Revised April, 2023												

1. When **PRE-SHIPMENT FAX/CofA** test results are outside acceptable limits, do not start the line- call Supervisor/M&QC

2. When **OUR TEST RESULTS** are outside of acceptable limits, notify Supervisor/**M&QC and shut down**, unless otherwise specified in the notes for each specification.

Diesel Fuel/Heating Oil

Gravity:
-Differs by more than 2 degrees between preshipment fax and in-house test
OR
-Differs by more than 2 degree during the course of a delivery
OR
-Gravity change is unexplainable or indicates a problem
THEN
Shut down and notify the Supervisor/M&QC.

Flash Point (Pensky Martin)
A modified Pensky Martens or Petrolab Miniflash may be run instead a PM. Hoever, if the flash fall below the minimum, revert to the referee method.

Haze
When haze is greater than 2, and does not show signs of clearing or if water is present, shut down and notify the Supervisor/M&QC

Sulfur Content
Sulfur may also be reported in PPM.
The conversion from PPM to Wt% = PPM/10000

Heating Oil Dye Content
When fuel oil dye is between 11.1 and 10.0 ppm, notify M&QC during daylight hours.

Red Dye Conversion from Pounds Per 1000 Barrels to PPM
PTB - Pounds Per 1000 Barrels
PPM - Parts Per Million

PPM = PTB x (2.85)
PTB = PPM / (2.85)

Jet Fuel/Kerosene Quality

Gravity:
-Differs by more than 2 degrees between preshipment fax and in-house test
OR
-Differs by more than 2 degree during the course of a delivery
OR
-Gravity change is unexplainable or indicates a problem
THEN
Shut down and notify the Supervisor/M&QC.

Haze
When haze is greater than 2, and does not show signs of clearing or if water is present, shut down and notify the Supervisor/M&QC

White Bucket Test
White Bucket Test MUST be used to visually examine the color of jet fuel or kerosene.
Jet fuel/Kerosene should be water white, straw color or gold/amber as seen in the white bucket. When jet fuel appears tinted with shades of green, blue, or red, shut down and notify Supervisor/M&QC

Flash Point (Fisher Tag)
The minimum flash on CofA or Pre-fax 108 deg F.
Shutdown line if flash results are below 105 deg F.
Note: Flash results should be within 4 degrees of the shippers pre-fax flash. If not, call shipper and investigate. Call M&QC if necessary.

WISM/MSEP
Shutdown line if results are below 85 and call Supervisor/M&QC.

Millipore
If Millipore results exceed B5 - Notify Supervisor/M&QC and advise Allied of high particulate content.
Shutdown for millipores B7 or greater- Notify Supervisor/M&QC.

Saybolt Color
When jet fuel appears tinted darker than a normal straw color using a white bucket, notify the control center, shut down, and run the Saybolt Color Test. If Saybolt Color is less than 16, shut down and notify Supervisor/M&QC.
Send sample to lab for upset testing.

Jet Fuel Conductivity
If the conductivity is greater than 50, shut down. For diesel, if the conductivity is greater than 250, notify, M&QC and send a sample to the lab for full fungible testing.

3.2 Fungible Receipt Quality Assurance

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

First, each batch must be tested by a qualified laboratory with the results forwarded to our origin facility. This ensures that the batch has received proper blending and preparation. These Certificates of Analysis are required to be at the JET point of origin prior to lifting. Shippers are ultimately responsible for providing timely CoAs, although ongoing communication with the source facility may be necessary to prevent delays.

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

Quality Assurance Program Components:

1. Full Certificates of Analysis - Shippers tendering fungible product from refineries, blending facilities or trans-shipment terminals must test the batch and provide a Certificate of Analysis meeting the carrier's full fungible specifications. The Fungible Product Grade Specifications are in Section 6.3. A formal signed Certificate of Analysis (CoA), indicating the JET batch number, from a qualified laboratory should be sent by fax or mail to JET's originating station. Each measured variable for the fungible product must be fully on test as reported in the Certificate of Analysis. JET will check laboratory qualifications by comparing its random test results against the reported values. JET may also require an audit of laboratory procedures by its Measurement and Quality Control Department. In general, refinery laboratories and independent commercial laboratories are presumed to be qualified.

   Certificates of Analysis shall include results from samples that have not surpassed the following time limits:
   - Aviation Grades – CoA based on samples taken not more than 30 days before receipt by JET.
   - Other refined products (gasolines, diesel, heating oil, etc) – CoA based on samples taken not more than 60 days before receipt by JET.

2. Pre-Shipment Key Properties - Prior to pumping, the supply facility must provide confirmation that the batch to be pumped meets JET's fungible specifications, must identify the tank or tanks from which the batch is to be supplied, must indicate JET's batch number, and must provide specific test results (Pre-Shipment key properties) for each tank comprising the batch. Many shippers have indicated a preference to send this complete Certificate of Analysis prior to pumping, satisfying Item No. 2 also. This is acceptable provided the information required by Item No. 2 is added to the Certificate of Analysis. A joint document should be clearly labeled Pre-shipment Data and Certificate of Analysis.

   Pre-Shipment key property information must be communicated by fax to JET's originating pump station. Samples of the Pre-Shipment forms and fax numbers are found later in this section. Multiple batches from a single tank may be listed together.

3. Reserved

4. JET will maintain records for each batch noting the above information and will check and note gravity and appearance at least hourly during all receipts. If during a receipt, the API gravity varies from the reported value by more than two degrees, shifts inexplicably by more than two degrees, or if the appearance is different than expected, the receipt will be shut down and investigated.

5. Product received from a connecting pipeline that was moved as a fungible batch on that carrier does not need to be proceeded by a certificate of analysis as long as the connecting carrier has demonstrated that it has in place quality assurance procedures satisfactory to JET. Connecting carriers are required to provide a pre-shipment fax of key properties for all fungible batches. Terminals receiving product from fungible carriers into a terminal prior to shipment to JET are required to provide a pre-shipment fax for each batch; shippers of these batches are required to provide full Certificates of Analysis before pumping to JET.

6. JET will spot test receipts of fungible shipments for compliance with its published specifications and also will retain physical samples of all receipts. Spot tests will be interpreted as confirming a Certificate of Analysis if the values fall within ASTM reproducibility tolerances. However, JET will notify the shipper and supplier location of all test results outside the fungible specification and will statistically analyze trends for all supply facilities.

7. All supply facilities must have equipment in place whereby they can provide gravity and appearance of the stream as it is pumping. They will be expected to provide this information as needed, for example, if JET's observation deviates from the reported pre-shipment data.

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

3.3 Segregated Receipt Quality Assurance

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

Specifically, the program includes the following components:

1. Prior to pumping, the supply facility must identify the tank or tanks from which the batch is to be supplied, must indicate JET's batch number, and must provide specific test results (Pre-Shipment Key properties) for each tank comprising the batch. This information is provided on pre-shipment forms later in this section.
2. JET will maintain records for each batch noting the above information and will check and note gravity and appearance at least hourly during all receipts. If during a receipt, the API gravity varies from the reported value by more than two degrees, shifts inexplicably by more than two degrees, or if the appearance, or other key properties are different than expected, the receipt will be shut down and investigated.
3. All supply facilities must have equipment in place whereby they can provide gravity and appearance of the stream as it is pumping. They will be expected to provide this information as needed, for example, if JET's observation deviates from the reported pre-shipment data.

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

3.4 Quality Control During Transportation

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

1. STREAM OBSERVATION

Each batch is monitored at every pipeline origin, breakout, and delivery point. Either continuous instrumentation or periodic manual checks observe, record, and communicate API gravity, temperature and physical appearance.

2. SAMPLING

Samples are taken at each origin, breakout, and delivery points that are not remotely operated. Samples are retained until the batches have reached their delivery point and for approximately two weeks thereafter. (See Table 3.1)

3. TESTING

Flash point (distillate), sulfur (distillate), RVP (gasoline), etc. are routinely monitored at origin. Operations personnel check to be sure that product characteristics are not changing as the batch progresses throughout the system. Selected batches are chosen and samples are tested for key properties. In this way, we can be sure that our operating procedures are not improperly affecting batch quality as the batch moves through the pipeline system.

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

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

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

3.5 Special Programs

1. CONVENTIONAL BLENDSTOCK FOR OXYEGENATE BLENDING (CBOB) SUMMER GASOLINE

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

"This product does not meet the requirements for summer reformulated gasoline."

Likewise, JET will include this message on all printed conventional summer gasoline delivery tickets.n order to enable compliance with federal regulations limiting summer gasoline volatility, JET Infrastructure requires all conventional gasoline receipts to meet a 6.8, 7.8 or 9.0 psi maximum RVP limit (or other) for the applicable pipeline system according to the schedule prescribed by local, state and federal regulations

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

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

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

2. REFORMULATED BLENDSTOCK FOR OXYGENATE BLENDING (RBOB)

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

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

3. **Reserved**

4. **Ultra Low Sulfur Diesel (ULSD)**

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

   a. **Segregated Batches**
      Segregated batches that are refined to meet the ultra low sulfur diesel requirements will be accepted for shipment by JET only if the shipper provides, by "fax", a laboratory analysis certifying that the sulfur content (ASTM D5453 or other ASTM D975 approved method) is 11 ppm or less and the cetane index is 40 or greater.
   b. **Fungible Batches**
      Fungible grade 190 has been established for ultra low sulfur diesel fuel. This grade meets the EPA specifications for diesel fuel for highway vehicles. The maximum allowable sulfur content at receipt (ASTM D5453 or other ASTM D975 approved method) is 11 ppm and the minimum cetane index is 40, unless otherwise indicated in Section 6.3. Pre-shipment faxes must provide evidence that the batch meets these criteria for consideration of shipping. Product must meet the applicable sulfur receipt specification at point of custody transfer; otherwise product may be downgraded to protect the fungible pool.
   c. **Connecting Pipeline Carriers**
      JET requires documentation from all connecting pipe line carriers that diesel fuel being delivered into a JET origin location is in compliance with applicable federal regulations. This certification should be documented on the delivering carrier's ticket. JET will include similar documentation on its delivery tickets. The maximum allowable sulfur content at receipt (ASTM D5453 or other ASTM D975 approved method) is 11 ppm at the custody transfer point. Product must meet the applicable sulfur receipt specification at point of custody transfer; otherwise product may be downgraded to protect the fungible pool.

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

5. LM500 (Low Sulfur Diesel)

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

a. Segregated Batches

Segregated batches that meet the low sulfur diesel requirements will be accepted for shipment by JET only if the shipper provides, by "fax", a laboratory analysis certifying that the sulfur content (ASTM D975 approved method) is .0420 wt. % or less and the cetane index is 40 or greater.

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

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

Separate grade codes have been established for LM500 and various feedstocks.

b. Fungible Batches

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

6. Pipeline Drag Reducing Agent (DRA)

Jet does not currently utilize DRA.

7. Detergent Additives

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

8. MMT (Methyl-cyclopentadienyl manganese tricarbonyl)

JET prohibits the use of MMT octane enhancing additives in all fungible grades of gasoline.

9. DCPD (Dicyclopentadiene)

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

10. Static Dissipator Additive (SDA) or Conductivity Improver

JET does not currently utilize SDA or Conductivity Improver in the Pipeline - Reserved

11. Lubricity Improver

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

12. Biofuels Prohibition Policy

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

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

13. Renewable Diesel

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

14. Everglades Pipeline Quality Guidelines

a. Specifications

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

Requirement	Test Method	Specification	Notes
ASTM D1655	Various	All Table 1 specifications	Latest version of D1655
Flash Point	ASTM D56	104°F minimum	
Millipore Particulate **and / or**	ASTM D2276	A, B or G color scale; 1, 2 or 3 (DRY)	3-gallon requirement for Millipore test
Millipore Particulate	ASTM D5452	A, B or G color scale; 1, 2 or 3 (DRY)	1-gallon Report color rating and Particulate Contaminant mg/l
Free Water	Aqua-Glo	<15 ppm	500 ML test with a 1-gallon flush

b. Filtration

Failure to meet water and particulate specifications will result in additional filtration charges and/or refusal to transport product. The Shipper will be invoiced for all costs associated with filtering at Everglades Miami, including but not limited to: cost of filters, manpower to initiate filtration, manpower to replace filters. Cost recovery from the supplying facility must be resolved between the Shipper and the supplying facility.

c. Compliance with Product Specifications

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

15. Sustainable Aviation Fuel (SAF)

Sustainable aviation fuel (SAF) is defined as the portion of synthetic paraffinic kerosine (SPK) volume, which is made from non-petroleum feedstock, in a blend of fuel meeting ASTM D7566 Standard Specification for Aviation Turbine Fuels Containing Synthesized Hydrocarbons. For certain designated Grade Codes, JET is allowing fuels containing synthetic components complying with ASTM D7566, provided blend components are produced by Annex A1 (Fischer- Tropsch) or Annex A2 (HEFA).

EVERGLADES PIPELINE CERTIFICATION
PROGRAM PRE-SHIPMENT FORM

BATCH NUMBER (S): _____

TANK: _____

DATE: _____

JET FUEL:

API GRAVITY @ 60°F	
FLASH (TAG)	
COLOR AND APPEARANCE	
MILLIPORE COLOR RATING *	
AQUA-GLO (if available)	
COMMENTS (hazy, cloudy, etc.)	

SOURCE LOCATION: _____

SIGNED: _____

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

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

4.1 Custody Transfer

Custody Transfer, the transfer of product from or to a Shipper, normally occurs at point of measurement, e.g. through meters, or in the following manner:

Receipts - Custody of product is assumed by JET at the primary valve or valves within JET's receipt location.

Deliveries - Custody of product is transferred to the terminal owner at the terminal manifold within JET's delivery terminal.

4.2 Transmix, Product Contamination, Downgrades, & Buffers

In order to protect product integrity upon receipt and delivery, it often becomes necessary for JET to “cut” or separate the interface that is generated between batches of dissimilar products (e.g., gasoline and distillates). This material, which varies in volume and content depending upon the two products involved and their routing through the pipeline system, is commonly referred to as “transmix.”

In all cases, transmix remains the financial responsibility of the Shipper. Therefore, the Shipper must arrange for the availability transmix storage facilities at the origin, intermediate, or destination terminal. JET’s Transportation Department will attempt to assist the Shipper in the event that such facilities are unavailable.

In some cases, JET or the Tanker (Supplier or Delivery Terminal) may act as the agent for storing the transmix and arranging the processing or blending of the transmix, as described below:

JET Facilities--General

In general, JET will act as the agent for transmix handling, transportation, and sale at facilities where transmix storage is available. Settlement will be made with shippers based on JET’s settlement price and product loss allocation policies found in Section 5 (Accounting Procedures).

Transmix associated with other operating incidents deemed to be caused upstream of JET facilities, such as product contamination from manifolds, leaking valves, or piping, may be invoiced directly to the shipper or may be invoiced to the origin supplier who will then pass these costs on to the appropriate party or parties associated with the shipment depending on the circumstances of the incident. A representative of the JET Measurement and Quality Control Group will make determinations concerning the billing of operating incidents.

Transmix generated upstream of JET on origin terminal delivery lines or connecting carrier pipelines is the responsibility of the Shipper(s) of the batches into JET and will be ticketed as transmix receipts based on 50% responsibility of the gasoline shipper and 50% responsibility of the distillate shipper. In the case where the custody meter is owned by the connecting carrier pipeline, JET tickets will reflect transmix received and clean product. JET will request ticket adjustments from the connecting carrier to reflect the receipt of transmix at origin.

Transmix associated with operating incidents deemed to be caused upstream of JET facilities, such as product contamination from manifolds, leaking valves, or piping, may be invoiced directly to the shipper or may be invoiced to the origin tanker who will then pass these costs on to the appropriate party or parties associated with the shipment depending on the circumstances of the incident. A representative of the JET Measurement and Quality Control Group will make determinations concerning the billing of operating incidents.

Transmix generated upstream of JET on tanker facility delivery lines or connecting carrier pipelines is the responsibility of the Shipper(s) of the batches into JET and will be ticketed as transmix receipts based on 100% responsibility of the distillate shipper. In the case where the custody meter is owned by the connecting carrier pipeline, JET tickets will reflect transmix received and clean product. JET will request ticket adjustments from the connecting carrier to reflect the receipt of transmix at origin.

Transmix associated with operating incidents deemed to be caused upstream of JET facilities, such as product contamination from manifolds, leaking valves, or piping, may be invoiced directly to the shipper or may be invoiced to the tanker who will then pass these costs on to the appropriate party or parties associated with the shipment depending on the circumstances of the incident. A representative of the JET Measurement and Quality Control Group will make determinations concerning the billing of operating incidents.

Transmix interface generated in transit on JET's pipeline systems is the responsibility of JET. If pipeline facilities are unavailable to handle pipeline transmix, shippers may be asked to assist in transmix handling for the pipeline to facilitate continued operation of the pipeline system.

Transmix or Product Downgrades Resulting from Operational Incidents (All JET Systems)

Transmix or product downgrades resulting from product contamination resulting from a JET caused operating incident is the responsibility of JET. As part of the JET Incident Prevention Program, the JET Measurement and Quality Control Group will perform root cause analysis to determine the cause of the product contamination, recommend operating changes to prevent future incidents, facilitate the handling of the contaminated product with the involved shippers and tankers, and assign responsibility for the downgrade costs. The results of the root cause analysis and recommendations will be available to shippers associated with the batch.

Buffer

In the movement of Intermediate Petroleum Products (See Section 6.2) and other quality sensitive products, JET reserves the right to require the Shipper to provide buffer material of suitable kind and quantity as a means to protect the integrity of the batch. JET's Transportation Department will advise the Shipper of this requirement as it applies to specific movements.

4.3 Measurement

Metering and Tank Gauging are the methods utilized to determine the quantity of product received or delivered during custody transfer.

Metering

Custody transfer generally occurs by metering the product as it passes through JET's owned and operated facilities at origin and destination. JET commonly utilizes three types of meters: positive displacement (PD), turbine (inference type), and ultrasonic (wave transit principle) meters. These meters are subject to varying operating conditions; consequently, the measurement data which they provide must be regularly checked or "proven." JET "proves" each of its custody meters at least once a quarter. In addition, a meter will be proven upon Shipper's request. JET will furnish to the Shipper a copy of the prover report and encourages the Shipper to be present at any requested or routine proving.

Tank Gauging

Tank gauging is used for measuring the quantity of liquid in tankage. While there are various methods and techniques used by JET in tank gauging, only hand gauging is used for custody transfer transactions. This method involves measuring the depth of liquid in a tank and calculating the volume using a volumetric table determined by tank calibration procedures outlined in American Petroleum Institute MPMS Ch. 2, "Tank Calibration." During tank gauging, it is customary to have a representative of JET and the Shipper present. However, if a Shipper waives his right to witness a tank gauge, the measurement reported by JET will determine quantity for custody transfer purposes.

Measurement Tickets

A measurement ticket is the written acknowledgement and record that a receipt or delivery of material (custody transfer) has taken place. It also serves as an agreement between the authorized representatives of the parties in the transaction and determines quantities used for billing purposes.

JET has an automated ticketing system throughout its entire operation. All meter measurements and hand gaugings are entered into computerized equipment that generates, on location, a properly adjusted measurement ticket (see Examples 4-A). This ticket format is identical for receipt and delivery measurements.

In the event an intermediate agent (such as a fixed base operator at a major airport) accepts responsibility for custody of a total quantity of product on behalf of a number of clients (multiple Shippers), a list of consignees (actual Shippers/Owners of product) will appear on the printed ticket.

(See Sections 2.3, 2.4 and 6.4 for further information).

Measurement Calculations

All measured quantities for custody transfer, inventory accounting and billing purposes are adjusted from gross (observed) volume to net (temperature adjusted) volume at 60oF in accordance with relevant API MPMS Chapters. This adjustment calculation, which utilizes temperature, pressure, and meter correction factors, is recorded on the ticket.

5.1 Credit Requirements

Credit is extended to Shippers provided that minimum financial requirements are initially met and that an acceptable financial posture and payment history is maintained.

1. NEW SHIPPERS

All prospective new Shippers are required to submit Form 5.1 “Request for Shipper Status.”

Upon review by JET Infrastructure’s Accounting Management, the prospective new Shipper will be informed of its acceptance or rejection for credit extension and the relative credit limits imposed.

2. EXISTING SHIPPERS

JET continually reviews the financial position of its Shippers and reserves the right to limit credit availability to existing Shippers where financially prudent. Such limitations are generally negotiated between JET and the Shipper.

3. PREPAY STATUS/LETTER OF CREDIT

For prospective new Shippers who do not submit the above information or do not meet JET’s credit requirements, as well as existing Shippers who are no longer financially qualified, JET will provide its transportation services on a prepaid basis. In lieu of prepaid transportation services, such Shippers may also qualify for credit by providing a Letter of Credit from an acceptable financial institution. These arrangements should be made directly with JET’s Accounting Department.

5.2 Billing

A Shipper is billed four times each month for all barrels delivered in each respective time period (see billing schedule at end of section). Transportation charges are billed four times during the month, whereas settlement and filtration charges are billed only at the end of the month. Receipt and delivery tickets are the controlling documents upon which such billing is based. Payment is due within 10 days from the invoice date, unless other payment terms have been arranged.

The billing documents included in the invoice package are as follows:

1. INVOICE

All current period charges are shown on this page. If month-end, transportation, settlement and filtration charges will all be shown, otherwise, only transportation charges will be shown on this page.

2. STATEMENT OF ACCOUNT

JET does not routinely send a Statement of Accounts. Customers wishing a Statement of Account should contact revenue accounting on an "as- needed" basis.

3. TRANSPORTATION CHARGES

Transportation charges, billed four times per month, reflect rates published and filed with the Federal Energy Regulatory Commission and various State Public Utility Commissions, multiplied by the net volume of barrels delivered during the respective period. A “Summary of Transportation Charges,” showing sub-totals by Delivery Location or Product Grade, is followed by the details of the Transportation Charges. The details of the charges are itemized by delivery location, product grade, ticket and batch. Additional information shown includes ticket date, origin, delivery, company, barrels, tariff number, tariff rate and charge amount.

In order to calculate transportation charges for segregated batches originating into Everglades Pipeline in Florida, deliveries are matched to receipt based on the complete batch ID and batch sequence number.

Product received into the pipeline system during one period, but delivered the following period, will be included in transit inventory and not charged for transportation until delivery has been made. In the case of a filed change in tariff rate, the tariff in effect on the date the product is received into the pipeline system will be used to calculate transportation charges.

4. SETTLEMENT CHARGES

Settlement charges, billed at month-end, are the result of transit variations (the variance between physical and book inventories of product) multiplied by an appropriate settlement price. Positive transit variations (over deliveries) result in charges to Shippers, and negative transit variations (under deliveries) result in credits to Shippers.

The Settlement Charges (or Credits) are calculated as follows:

Physical Inventory at Beginning of month
\+ Barrels Received into system
\- Barrels Delivered out of system
= Book Ending Inventory

Physical Inventory at End of month
\+ Product Loss Allowance *(See Note)
\- Book Ending Inventory
= Barrels "Over" and "Short" (i.e., Transit Variation)
x Settlement Price
= Settlement Charge (or Credit)

A "Summary of Settlement Charges," showing sub-totals by Product Grade, is followed by the details of the Settlement Charges. The details of the charges are separated by product grade. Information shown for each product grade includes beginning inventory, receipts, deliveries, book ending inventory, physical ending inventory, transit variation, settlement price and settlement charge.

Settlement Prices - Everglades Pipeline System utilizes a price basis and a fixed place differential for pricing overages and shortages of petroleum products.

A) Price Basis – Settlement price basis is Argus using the quotations under the heading U. S. Colonial Pipeline. More specifically, the monthly settlement price basis is an arithmetic average of the price each day there is a posting within a given month for the applicable product.

Aviation/1-K Kerosene, Aviation Gasoline, Aviation Kerosene, Military Jet Fuels (JP-4, JP-8) and all Turbine Fuels shall be priced on the basis of the mid quotation for US Gulf fob Colonial 54 grade.

Transmix Delivered (Grade 075) shall be priced as the weighted average of CBOB 87 and No. 2 Fuel Oil based on the typical composition of transmix (35% CBOB 87 + 65% No. 2).

Transmix Delivered (Grade 073) shall be priced as the weighted average of CBOB 87 and ULSD based on the typical composition of transmix (35% CBOB 87 + 65% ULSD).

Off Spec Gasoline will be priced on a case by case basis.

All Buffer Material shall be priced according to the individual products, which comprise the buffer material, as determined under the paragraphs above.

B) Place Differentials: A place differential of $1.00 per barrel shall be added to the price of all products as determined above. The resulting sum shall represent the settlement price for determining the value of overages and shortages between Everglades Pipe Line Company, L.P. and the Shipper when the Shipper tenders product via the corresponding common carrier pipeline system.

5. PRODUCT LOSS ALLOCATION ASSESSMENT

There are no product loss allocation assessments currently in effect for the following pipeline systems: Everglades Pipeline System (SCD: G).

6. PRICING VARIABLE ASSESSMENT

Reserved

7. FILTRATION CHARGES

Reserved

8. INJECTION CHARGES

Reserved

9. OTHER CHARGES

Other miscellaneous charges may also be referenced on the invoice and in the billing package. These charges might include pumping fees, segregated batch fees, or other special charges.

5.3 Billing Schedule

There are four billing periods per month comprising three interim billing periods and one final billing period. Interim billing periods end on Sundays at midnight. If the first Sunday falls on the fifth, sixth or seventh of the month, the first interim billing period will run through those days. If the first Sunday falls on the first, second, third or fourth of the month, such day(s) are included in the next interim billing period.

Days remaining in the month after the third interim billing are invoiced as of month-end. Exceptions occur when the first Sunday of the month is on the fifth of the month and such month includes a holiday preceding that Sunday. In these cases, the first five days are included in the next billing period. See billing cut-off date schedules for this year and next year at the end of this section.

5.4 Billing Inquiries

All billing inquiries may be directed in writing to:

JET Infrastructure Holding IA LLC
1805 Shea Center Drive, Suite 300
Highlands Ranch, CO 80129
Attention: Revenue Accounting Department

Or email to: jetinvoicing@jet-infrastructure.com

6.1.1 Principal Jet Contacts

In Case of Emergency – 1-877-465-1788

Pipeline Customer Service

Brandon Galownia
Scheduler/Commercial
Phone: 713-828-4049
Email: Brandon.Galownia@JET-Infrastructure.com

Kyle Reamer
Commercial Director
Phone: 817-313-8457
Email: Kyle.Reamer@JET-infrastructure.com

Accounting Contacts

Heidi Algeo
Controller
Phone: 720-260-1414
Email: Heidi.Algeo@JET-infrastructure.com

6.2.1 Product Grade Classifications

JET Infrastructure transports refined petroleum products only on its pipelines. The specifications for each of these can be found in Section 6.3. Below is a list of products shipped:

- Kerosene
- No. 2 Fuel Oil
- Low Sulfur Diesel
- Aviation Kerosene
- JP-8
- JET-A
- Bonded Turbine Fuel
- Transmix
- Sustainable Aviation Fuel (SAF)

6.3.1 Product Grade Specifications

This section contains specifications for products which are handled on a fungible or common-stream basis. A "fungible batch" is defined as a batch of petroleum product meeting Carrier's specifications which may be commingled with other batches of petroleum product meeting the same specifications.

For Diesel Fuels and Fuel Oil

In addition to the above additives, the following may be used:

Dupont AFA-1	Innospec DMA-4
Nalco EC 5407-A	Nalco 5400-A
Tolad 3032	Infineum R511
Athlon RPS-661	

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

STATIC DISSIPATOR ADDITIVE (SDA) OR CONDUCTIVITY IMPROVER

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

AVIATION (JET FUEL) ADDITIVES

Product shall only contain antioxidants and metal deactivators specified and within the concentration noted in the latest ASTM D1655 with advance approval from JET prior to shipment. Use of these additives is expected to be short term at reasonable treat levels, and is to be clearly indicated on the CoA. All other additives are prohibited. JET reserves the right to deny shipment of product containing these additives. In addition, scheduling and Measurement & Quality Control must be notified at least 72 hours prior to the scheduled shipment of any batches containing Metal Deactivator Additive (MDA). If MDA has been added to the product, JET reserves the right to refuse shipment. If requesting to move a batch that has been treated with MDA, supply the following information to JET Measurement & Quality Control: (1) the purpose for adding MDA, (2) JFTOT test results both prior to and after adding MDA, (3) MDA treat rate, and
(4) MDA product used.

Specifications for Fungible Low Sulfur Diesel (LM500)
Grade 132

PRODUCT PROPERTY	ASTM TEST METHODS	TEST RESULTS MINIMUM	TEST RESULTS MAXIMUM	NOTE
Gravity, API @ 60°F	D4052	30		
Flash Point, °F (at Origin)	D93	130		1
Color, ASTM	D1500		2.5	
Viscosity, cst @ 104°F	D445	1.9	3.4	
Cloud Point, °F (Sept thru March)	D2500		+15 °F	
(April thru August)			+20 °F	
Pour Point, °F (Sept thru March)	D5985, D5949, D5950, D97		0 °F	
(April thru August)			+10°F	
Total Sulfur, wt. %	D5453		0.042	
Corrosion, 3 hrs. @ 122°F	D130		1	
Oxidation Stability, mg/100 ml or	D2274		2.5	
Thermal Stability, 90 minutes 150°C Pad rating	DuPont		7	
Carbon Residue, wt. % on 10% bottom	D524		0.35	
Ash, wt. %	D482		0.01	
Sediment and Water, % by volume	D2709		0.05	
Cetane Number or Index	D613	40		
Aromatics (Vol%)	D1319		35.0	
or Aromatics by Cetane Index	D976	40		
Physical Distillation, °F	D86			12
50% recovered		Report		
90% recovered		540	640	
End Point			700	
Haze Rating @ 77°F	D4176		2	
Procedure 2				
Color Visual		Undyed		4
Additives				5, 6
Electrical Conductivity, pS/m @ 70°F	D2624		250	5
NACE	TM0172	B+		7
Biodiesel (FAME) %	D7371, EN14078		0.0	9,10

NOTES:

1. Test method D-93 is the referee method. The minimum flash at delivery is 125^{o} F.
2. Intended to be consistent with ASTM D975 Grade No. 2 middle distillate fuels, unless otherwise noted.
3. Reserved
4. Product must exhibit no visible evidence of dye.
5. Use of static dissipater/conductivity improver is restricted (See Table 1).
6. The use of lubricity improver additives is prohibited.
7. All products (except aviation grades) must meet a minimum level of corrosion protection, indicated by a minimum rating of B+ as determined by NACE Standard Test Method TM0172 (Determining Corrosive Properties of Cargoes in Petroleum Product Pipelines).
8. This product is designated as LM 500 diesel fuel (500 ppm sulfur LM diesel fuel). For use in accordance with a compliance plan under 40 CFR 1090.520(g). Not for use in highway vehicles or other nonroad vehicles and engines.
9. Biofuel Components (e.g., biodiesel) are not permitted in this product.
10. Shipments of this Grade Code are limited to less than 5.0% renewable diesel. Renewable diesel is a liquid fuel derived from 100% hydrotreated biomass that meets the registration requirements for fuels and fuel additives established by the EPA under Section 211 of the Clean Air Act and the requirements of ASTM D975. Fuel containing fatty acid esters (FAME, FAEE, or other esters) is prohibited.
11. JET will accept test method results as listed in ASTM D975 (most recent version). Test methods listed in this specification are considered the referee methods by JET.
12. Simulated distillation (D2887) is allowed but must be correlated to D86.

Specifications for Ultra Low Sulfur Kerosene, Certified NTDF – Grade 150

PRODUCT PROPERTY	ASTM TEST METHODS	TEST RESULTS MINIMUM	TEST RESULTS MAXIMUM	NOTE
Appearance	White Bucket	Report		1
Gravity, API @ 60°F	D4052	37	51	
Color, at origin	D156	18		1
at delivery		+16		
Corrosion, 2 hrs. @ 212°F	D130		1	
Cetane (Number or Index)	D613	40		
Total Sulfur, ppm (at receipt)	D5453		11	5,7,8,9
Doctor Test	D4952		Negative	
OR				
Mercaptan Sulfur, wt. %	D3227		0.003	3
Aromatics, vol. %	D1319		25	
Flash Point, °F	D56	108		
Distillation, °F	D86			11
10% recovered		Report	400	
50% recovered		Report		
90% recovered		Report	550	
95% recovered		Report		
End Point			572	
Residue, %			1.5	
Loss, %			1.5	
Freezing Point, °F	D2386		-22	
Viscosity, cst. @ 104°F	D445	1.3	1.9	
Ash, wt %	D482		0.01	
Carbon residue, wt % on 10% bottom	D524		0.15	
Thermal Stability, 90 minutes				
150°C Pad rating	DuPont		7	
Burning Quality	D187	Report		
Electrical Conductivity	D2624	Report		2
Additives		Report		2
NACE	TM0172	B+		4

NOTES:

1. Product shall be clear (referring to clarity, not color) and bright and free of suspended matter.
2. Only those additives accepted in Table 1 of this section will be permitted by JET. Use of all additives must be approved by JET prior to shipment and must be reported on the Certificate of Analysis and Pre-shipment Fax of Key Properties.
3. Mercaptan Sulfur waived if fuel is negative by doctor test.
4. All products (except aviation grades) must meet a minimum level of corrosion protection, indicated by a minimum rating of B+ as determined by NACE Standard Test Method TM0172 (Determining Corrosive Properties of Cargoes in Petroleum Product Pipelines).
5. This fuel is designated for non-transportation use (Certified NTDF – 15 ppm sulfur Max) and kerosene.
6. Biofuel Components (e.g., biodiesel) are not permitted in this product.
7. Intended to be consistent with ASTM Grade No. 1 middle distillate fuels, unless otherwise noted.
8. Sulfur level at delivery will vary depending upon the origin and delivery location.
9. JET will accept test method results as listed in ASTM D975 (most recent version). Test methods listed in this specification are considered the referee methods by JET.
10. Simulated distillation (D2887) is allowed but must be correlated to D86.

Specifications for Ultra Low Sulfur Diesel #1 (Motor Vehicle) Grade 151

PRODUCT PROPERTY	ASTM TEST METHODS	TEST RESULTS MINIMUM	TEST RESULTS MAXIMUM	NOTE
Appearance	White Bucket	Report		1
Gravity, API @ 60°F	D4052	37	51	
Color, at origin	D156	18		
at delivery		+16		
Corrosion, 2 hrs. @ 212°F	D130		1	
Cetane (Number or Index)	D613	40		
Total Sulfur, ppm (at receipt)	D5453		11	4,5,8,9
Doctor Test	D4952		Negative	
OR				
Mercaptan Sulfur, wt. %	D3227		0.003	3
Aromatics, vol. %	D1319		25	
Flash Point, °F	D56	108		
Distillation, °F	D86			11
10% recovered		Report	400	
50% recovered		Report		
90% recovered		Report	550	
95% recovered		Report		
End Point			572	
Residue, %			1.5	
Loss, %			1.5	
Freezing Point, °F	D2386		-22	
Viscosity, cst. @ 104°F	D445	1.3	1.9	
Ash, wt %	D482		0.01	
Carbon residue, wt % on 10% bottom	D524		0.15	
Thermal Stability, 90 minutes				
150°C Pad rating	DuPont		7	
Burning Quality	D187	Report		
Electrical Conductivity	D2624	Report		2
Additives		Report		2
NACE	TM0172	B+		6

NOTES:

1. Product shall be clear (referring to clarity, not color) and bright and free of suspended matter.
2. Only those additives accepted in Table 1 of this section will be permitted by JET. Use of all additives must be approved by JET prior to shipment and must be reported on the Certificate of Analysis and Pre-shipment Fax of Key Properties.
3. Mercaptan Sulfur waived if fuel is negative by Doctor test.
4. This product is for Motor Vehicle use and is designated as ULSD (Max 15 ppm sulfur).
5. All products (except aviation grades) must meet a minimum level of corrosion protection, indicated by a minimum rating of B+ as determined by NACE Standard Test Method TM0172 (Determining Corrosive Properties of Cargoes in Petroleum Product Pipelines).
6. Biofuel Components (e.g. biodiesel) are not permitted in this product.
7. Intended to be consistent with ASTM Grade No. 1 middle distillate fuels, unless otherwise noted.
8. Sulfur level at delivery will vary depending upon the origin and delivery location.
9. JET will accept test method results as listed in ASTM D975 (most recent version). Test methods listed in this specification are considered the referee methods by JET.
10. Simulated distillation (D2887) is allowed, but must be correlated to D86.

Specifications for Fungible ULSD-1 (Motor Vehicle) Aviation / ULSK Grade 155

PRODUCT PROPERTY	METHODS	MINIMUM	MAXIMUM	NOTE
Appearance	White Bucket	Report		
Color, at origin	D156, D6045	18		1
at delivery		+16		
Gravity, API @ 60°F	D287, D1298 or D4052	37	51	
Net Heat of Combustion, BTU/lb.	D3338, D4809,D4529	18,400		
Corrosion, 2 hrs. @ 212°F	D130		1	
Cetane Index	D976, D4737	40		
MSEP (refinery origin)	D3948	85		
(downstream of refinery)	D7224, D3948	85		
Sulfur, ppm (at receipt)	D2622, D4294, D5453		11	5,9
Doctor Test, OR	D1266, D4952		Negative	
Mercaptan Sulfur, wt. %	D3227		0.003	3
Aromatics, vol. %, OR	D1319		25	
Aromatics, vol%	D6379		26.5	
Total Acidity, mg. KOH/g	D3242		0.10	
Existent Gum, mg/100 ml.	D381		7	
THERMAL STABILITY (JFTOT)	D3241			4
(2.5 hrs at control temperature 275°C)				
Filter Pressure drop, mm/Hg			25	
Tube Rating: One of the following requirements shall be met:				
(1) Annex A1 VTR, VTR color code			Less than 3	
			No peacock or abnormal color deposits	
(2) Annex A2 ITR or Annex 3 ETR nm average over area of 2.5 mm^2				85
Flash Point, °F	D56, D3828	105		
Distillation, °F	D86			10
10% recovered		Report	401	
50% recovered		Report		
90% recovered		Report	550	
End Point			572	
Residue, %			1.5	
Loss, %			1.5	
Freezing Point, °F	D5972, D7153, D7154, D2386		-40	
Viscosity, cst. @ -4°F	D445, D7945		8.0	
Viscosity, cst. @ 104°F	D445	1.3	1.9	
Smoke Point or	D1322	25.0		
Smoke Point and	D1322	18.0		
Naphthalenes, vol. %	D1840		3.0	
Ash, wt %	D482		0.01	
Carbon residue, wt % on 10% bottom	D524		0.15	
Burn Quality				
Time of Burning	D187	Min 16 h continuous after first weighing		
Burning Quality	IP 10	18 to 26 g/h after first weighing		
Chimney Appearance	D187	Max light white deposit (at end of test)		
Flame Characteristics	D187	Maximum variance of flame width (6mm) & flame height lowered (5 mm)		
Electrical Conductivity	D2624	Report		2
Additives		Report		2

NOTES:

1. Product shall be clear (referring to clarity, not color) and bright and free of suspended matter, and must not exhibit various shades of green, blue or red.
2. Product shall only contain antioxidants and metal deactivators specified and within the concentration noted in the latest ASTM D1655 with advance approval from JET prior to shipment. Use of these additives is expected to be short term at reasonable treat levels, and is to be clearly indicated on the CoA. All other additives are prohibited. JET reserves the right to deny shipment of product containing these additives. In addition, Scheduling and Measurement & Quality Control must be notified at least 72 hours prior to the scheduled shipment of any batches containing Metal Deactivator Additive (MDA). If MDA has been added to the product, JET reserves the right to refuse shipment. If requesting to move a batch that has been treated with MDA, supply the following information to JET Measurement & Quality Control: (1) the purpose for adding MDA, (2) JFTOT test results both prior to and after adding MDA, (3) MDA treat rate, and (4) MDA product used.
3. Mercaptan Sulfur waived if fuel is negative by Doctor test.
4. Refer to ASTM D1655 note M for referee method.
5. Sulfur level at delivery will vary depending upon the origin and delivery location.
6. Product must comply with ASTM D1655 specifications in addition to JET product specifications. JET will accept test methods that are listed in ASTM D1655. Test methods listed above are considered referee methods by JET Pipe Line.
7. This product is for Motor Vehicle use and is designated as ULSD (Max 15 ppm sulfur).
8. Biofuel Components (e.g. biodiesel) are not permitted in this product.
9. Simulated distillation (D2887) is allowed but must be correlated to D86.

Specifications for Fungible Aviation Kerosene Grade 182 & 188

PRODUCT PROPERTY	ASTM TEST METHODS	TEST RESULTS MINIMUM	MAXIMUM	NOTE
Appearance	White Bucket	Undyed		1
Color	D156, D6045	18		1
Gravity, API @ 60F	D1298, D4052	37	51	
Net Heat or Combustion, BTU//lb.	D3338	18,400		
Corrosion, 2 hrs. @ 212F	D130		1	
MSEP (refinery origin)	D3948	85		
(downstream of refinery)	D7224, D3948	85		
Sulfur, wt. %	D4294		See below table	

Jet Fuel Maximum Sulfur Table

Grade Code	Max Sulfur, wt %
182	0.30
188	0.0011

Doctor Test OR	D4952		Negative (Sweet)	
Mercaptan Sulfur, wt. %	D3227		0.003	3
Aromatics, vol. %, OR	D1319		25	
Aromatics, vol%	D6379		26.5	
Total Acidity, mg. KOH/g	D3242		0.10	
Existent Gum, mg/100 ml.	D381		7	
THERMAL STABILITY (JFTOT)	D3241			4
(2.5 hrs at control temperature 275°C)				
Filter Pressure drop, mm/Hg			25	
Tube Rating: One of the following requirements shall be met:				
(1) Annex A1 VTR, VTR color code			Less than 3 No peacock or abnormal color deposits	
(2) Annex A2 ITR or Annex 3 ETR nm average over area of 2.5 mm^2			85	
Flash Point, °F	D56, D3828	105		
Distillation, °F	D86			7
10% recovered			401	
50% recovered		Report		
90% recovered		Report		
End Point			572	
Residue, %			1.5	
Loss, %			1.5	
Freezing Point, °F	D2386		-40	
Viscosity, cst. @ -4°F	D445		8.0	
One of the following shall be met				
(1) Smoke Point, mm, or	D1322	25.0		
(2) Smoke Point, mm, and	D1322	18.0		
Naphthalenes, vol. %	D1840		3.0	
Electrical Conductivity	D2624	Report		2
Additives		Report		2

NOTES:

1. Product shall be clear (referring to clarity, not color) and bright and free of suspended matter, and must not exhibit various shades of green, blue or red.
2. Product shall only contain antioxidants and metal deactivators specified and within the concentration noted in the latest ASTM D1655 with advance approval from JET prior to shipment. Use of these additives is expected to be short term at reasonable treat levels, and is to be clearly indicated on the CoA. All other additives are prohibited. JET reserves the right to deny shipment of product containing these additives. In addition, Scheduling and Measurement & Quality Control must be notified at least 72 hours prior to the scheduled shipment of any batches containing Metal Deactivator Additive (MDA). If MDA has been added to the product, JET reserves the right to refuse shipment. If requesting to move a batch that has been treated with MDA, supply the following information to JET Measurement & Quality Control: (1) the purpose for adding MDA, (2) JFTOT test results both prior to and after adding MDA, (3) MDA treat rate, and (4) MDA product used.
3. Mercaptan Sulfur waived if fuel is negative by Doctor test.
4. Refer to ASTM D1655 Table 1 Thermal Stability note for referee method.
5. Product must comply with ASTM D1655 specifications in addition to JET product specifications. JET will accept test methods that are listed in ASTM D1655. Test methods listed above are considered referee methods by JET Pipe Line.
6. Designated as Jet Fuel. This fuel is for aviation use only. Not for use in highway vehicles or engines, or NRLM engines.
7. Simulated distillation (D2887) is allowed but must be correlated to D86.
8. For the purpose of allowing Sustainable Aviation Fuel (SAF), this aviation grade may contain synthetic components as defined and meeting the most recent version of ASTM D7566 Standard Specification for Aviation Turbine Fuels Containing Synthesized Hydrocarbons. Fuels containing synthetic components shall comply with ASTM D7566, and the approval for such fuels is currently limited to only those containing Annex A1 (Fischer-Tropsch) or Annex A2 (HEFA) blend components.

Specifications for Fungible Ultra Low Sulfur Diesel (Motor Vehicle)
Grade 190

PRODUCT PROPERTY	ASTM TEST METHODS	TEST RESULTS MINIMUM	TEST RESULTS MAXIMUM	NOTE
Gravity, API @ 60ºF	D4052	30		
Flash Point, ºF(at Origin)	D93	130		1
(Maine only - Dec thru March 14)		120		6
Color, ASTM	D1500, D6045		2.5	
Viscosity, cst @ 104ºF	D445	1.9	4.1	
(Maine only - Dec thru March 14)		1.7		6
Cloud Point, ºF (Sept thru March)	D2500		+15 ºF	
(April thru August)			+20 ºF	
(Maine only - Dec thru March 14)			-16 ºF	6
Pour Point, ºF (Sept thru March)	D97, D5985, D5949, D5950		0 ºF	
(April thru August)			+10ºF	
Total Sulfur, ppm (at receipt)	D5453		11	3,7,8
Corrosion, 3 hrs. @ 122ºF	D130		1	
Oxidation Stability, mg/100 ml OR	D2274		2.5	
Thermal Stability, 90 minutes 150ºC Pad rating OR	DuPont		7	
Thermal Stability, Y/Green	D6468	73%		
W Unit		65%		
Carbon Residue, wt. % on 10% bottom	D524		0.35	
Ash, wt. %	D482		0.01	
Sediment and Water, % by volume	D2709		0.05	
Cetane Number or Index	D613	40		
Aromatics (Vol%)	D1319		35.0	
or Aromatics by Cetane Index	D976	40		
Distillation, ºF	D86			13
50% recovered		Report		
90% recovered		540	640	
End Point			700	
Haze Rating @ 77ºF Procedure 2	D4176		2	
Biodiesel (FAME) %	D7371, EN14078		0.0	10,11
Color Visual		Undyed		4
Additives				5
Electrical Conductivity, pS/m @ 70°F	D2624		250	5
NACE	TM0172	B+		9

NOTES:

NOTES:

1. Test method D-93 is the referee method. Minimum flash at delivery is 125 °F.
2. Intended to be consistent with ASTM D975 Grade No. 2 middle distillate fuels, unless otherwise noted.
3. Product must exhibit no visible evidence of dye.
4. Use of static dissipater/conductivity improver is restricted (See Table 1). Lubricity improver additive is prohibited.
5. For winter (December 1 through March 14) receipt of ULSD in State of Maine only.
6. This product is for Motor Vehicle use and is designated as ULSD (Max 15 ppm sulfur ULSD)
7. Sulfur level at delivery will vary depending upon the origin and delivery location.
8. All products (except aviation grades) must meet a minimum level of corrosion protection, indicated by a minimum rating of B+ as determined by NACE Standard Test Method TM0172.
9. Biofuel Components (e.g. biodiesel, FAME) are not permitted in this product. Results must be <LDL of the test method (i.e. <1.0% per D7371, or <0.50% per EN14078).
10. Shipments of this Grade Code are limited to less than 5.0% renewable diesel. Renewable diesel is a liquid fuel derived from 100% hydrotreated biomass that meets the registration requirements for fuels and fuel additives established by the EPA under Section 211 of the Clean Air Act and the requirements of ASTM D975. Fuel containing fatty acid esters (FAME, FAEE, or other esters) is prohibited.
11. JET will accept test method results as listed in ASTM D975 (most recent version). Test methods listed in this specification are considered the referee methods by JET.
12. Simulated distillation (D2887) is allowed, but must be correlated to D86

6.4.1 Batch Numbers

JET utilizes a batch numbering system that keeps track of the Shipper's product as it moves through the pipeline system. The number is divided into the following four segments:

Shipper – Product – Cycle/Phase - SCD

Note: A carrier code precedes the batch number on Transport4.
JET – Shipper – Product – Cycle/Phase – SCD

Shipper – A three digit alpha code identifying the Shipper. The company specified here is responsible for payment of all JET invoices.

Product – A three digit number that indicates the product being transported.

Cycle/Phase – This is a three digit internal JET number that is used to make a batch unique while giving cycle and phase information about the batch. Cycle/Phase is automatically assigned by an internal computer system which assures uniqueness in all batches within a given calendar year.

Cycle – A nomination will be assigned a cycle based on a 10 day cycle or a 7 day cycle, the requested receipt date supplied, and the pipeline system to which the batch is nominated for shipment.

7 day cycle – 01 for the first week of the year through 52 for the last week of the year.

1. Everglades Pipeline System

Phase – The phase can either be automatically assigned or the shipper may request the phase.

Next Available Number/Letter in Sequence – 1 through 9 then A through Z if necessary.

1. Everglades Pipeline System

Note: Letters will only be utilized when numbers 1 through 9 have been exhausted.

SCD (Specific Carrier Denotation) – A single character alpha code which represents the pipeline system listed below:

1. G = Everglades Pipeline System

Note: The batch number does not contain the receipt Tanker (old terminology – Supplier). Tanker can be found on all Transport4 windows and will be included as a separate field on all tickets. See ticket example at the end of this section.

6.4.2 Measurement Ticket Numbers

Each measurement ticket is identified by a unique number that is located on the third line of the measurement ticket. The ticket number is divided into three segments, each labeled by initials that identify the following code numbers:

SHP – LOC – NUMBER

SHP – The same three-character alpha Shipper codes utilized in the batch number. (Shipper codes are listed in Section 6.5)

LOC – A two-character alpha code that indicates the particular JET location where the measurement ticket was written. (Location codes are listed in Sec 6.5)

NUMBER – Designates the sequential number of measurement tickets that have been written for a Shipper, at a particular JET location, during the calendar year. A fifth character designates a corrected ticket starting with character 'A' through character 'Z'. An 'A' ticket supersedes the original ticket. A 'B' ticket supersedes an 'A' ticket, 'C' supersedes 'B', etc.

(Example: Ticket Number AAAMI2300010 indicates that this shipment for Shipper AAA to Location MI [Miami Airport] is the 1st such shipment for the year 2023.

JET Infrastructure Pipelines T4 Location Listing			
Receipt Location Description	***Receipt Location Abbrev.***	***Delivery Location Description***	***Delivery Location Abbrev.***
SCD = G (Everglades Pipe Line System)			
Port Everglades (Ft, Lauderdale, FL)	**PE**	Fort Lauderdale/Hollywood Airport (Fort Lauderdale, FL)	**FT**
		Miami International Airport (Miami, FL)	**MI**