

BRIDGER PIPELINE, LLC

LOCAL TARIFF

Applying on the Transportation of

Crude Petroleum

The rates published in this tariff are for the transportation of Crude Petroleum by pipeline subject to the regulations named in Bridger's F.E.R.C. No. 26.19.0 or subsequent issues thereof and any further limitations specified in this tariff or in the local tariffs that comprise the local and combined movements specified herein. Rates are payable in U.S. currency.

Filed in compliance with 18 C.F.R. § 342.3 (Indexing)

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

EXPLANATION OF REFERENCE MARKS

- [I] Increased Rate
- [W] Change in wording only

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Issued By:

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Tariff available at www.bridgerpipeline.com/tariffs

Table of Incentive Rates

List of Points from and to which rates apply and rates on petroleum in cents per barrel of 42 US gallons.

Origins	Destination	Tier 1 Volume Incentive Rate (1)	Tier 2 Volume Incentive Rate (2)
Hwy 23 (Keene) Station, McKenzie County, North Dakota (3)	Bridger Guernsey HUB, Platte County, Wyoming (6) or Plains Pipeline, L.P., Reno Station, Johnson County, Wyoming	[I] <u>428.36</u>	[II] <u>374.24</u>
Interconnection Points on Four Bears Pipeline in Dunn and McKenzie Counties, North Dakota (3)			
Hwy 200 (Killdeer) Station, Dunn County, North Dakota (3)	or Osage Station, Weston County, Wyoming	[I] <u>375.61</u>	
Bridger Bicentennial Pipeline in Billings, Dunn, Golden Valley, Stark and McKenzie Counties, ND (4), (5)		[I] <u>375.61</u>	
Alexander Station, McKenzie County, ND (4), (5)			
Wilson Station, McKenzie County, ND (4), (5)			

Notes:

(1) The “Tier 1 Volume Incentive Rate” is available to any Shipper that tenders in a given month, an average of at least 12,500 barrels per day from any one of the noted Origins to any of the Destinations.

(2) The “Tier 2 Volume Incentive Rate” applies only with respect to movements from the noted Origins to the Destination at Plains Pipeline, L.P., Reno Station, Johnson County, Wyoming and is available to any Shipper that tenders in a given month, an average of at least 30,000 barrels per day from any one of the noted Origins to any destination point downstream of Sandstone/Baker Station, Montana.

Local routing

The movements published in this tariff represent a combination of multiple local movements set forth in individual Bridger tariffs. Shippers that do not qualify for the Tier 1 or Tier 2 Volume Incentive Rate set forth above can continue to receive service from the Origins specified herein to the Destinations specified herein by nominating and shipping Crude Petroleum under the applicable local Bridger tariffs. The Bridger tariffs and routing that comprise the combined movements specified herein are set forth in the following Notes (3)-(5).

(3) Bridger – Origin Stations on the Four Bears Pipeline in Dunn, McKenzie and Billings County, North Dakota, for delivery to Baker Station, Fallon County, Montana (Bridger F.E.R.C. No. 36.31.0) connecting to:
Bridger at Baker Station, Fallon County, Montana for delivery to Bridger Tankage at Guernsey Station, Platte County, Wyoming (Bridger F.E.R.C. No. 569.23.0 or Bridger at Baker Station, Fallon County, Montana for delivery to Osage Station, Weston County, Wyoming (Bridger F.E.R.C. No. 568.20.0) or Bridger at Sandstone Station, Fallon County, Montana for delivery to Bridger Guernsey HUB, Platte County, Wyoming or Plains Pipeline, L.P., Reno Station, Johnson County, Wyoming (Bridger F.E.R.C. No. 119.18.0. Gathering performed in association with the movements subject to this note will be assessed the charges and loss allowance therefor as set forth in the individual tariffs for such gathering service.

(4) Bridger– Origin Stations on the Bicentennial Pipeline in Billings, Dunn, Golden Valley, Stark and McKenzie Counties, North Dakota for delivery to Sandstone Station, Fallon County, Montana (Bridger F.E.R.C. No. 121.20.0 connecting to:
Bridger at Baker Station, Fallon County, Montana for delivery to Bridger Tankage at Guernsey Station, Platte County, Wyoming (Bridger F.E.R.C. No. 569.23.0 or Bridger at Baker Station, Fallon County, Montana for delivery to Osage Station, Weston County, Wyoming (Bridger F.E.R.C. No. 568.20.0) or Bridger at Sandstone Station, Fallon County, Montana for delivery to

Bridger Guernsey HUB, Platte County, Wyoming (Bridger F.E.R.C. No. 119.18.0. Gathering performed in association with the movements subject to this note will be assessed the charges and loss allowance set forth below.

(5) Movements from Bridger's Bicentennial Pipeline in Billings, Dunn, Golden Valley, Stark and McKenzie Counties, North Dakota to Guernsey Station, Platte County, Wyoming and/or Plains Pipeline, L.P., Reno Station, Johnston County, Wyoming comprise (or may comprise) local movements on Bridger's pipeline system under F.E.R.C. No. 119.18.0 and F.E.R.C. No. 121.20.0. For shippers that do not qualify for the Volume Incentive Rates set forth herein, as such qualifications are described in Notes (1) and (2), such shippers should refer to F.E.R.C. No. 119.18.0 and F.E.R.C. No. 121.20.0 for transportation service from the above noted Origins to the above noted Destinations.

(6) Additional charges are applicable for movements beyond Bridger Guernsey HUB to connecting carriers, as set forth in Bridger's F.E.R.C. No. 129.11.0 and subsequent reissues thereof. Notwithstanding the foregoing, Shippers that deliver into Tallgrass Pony Express Pipeline, LLC's ("Tallgrass") pipeline system at the Bridger Guernsey HUB, Platte County, Wyoming for further transportation to the applicable destination points on the Tallgrass system under Bridger's F.E.R.C. No. 123.23.0 and subsequent reissues thereof, shall not be subject to the additional pumpover rate set forth in Bridger's F.E.R.C. No. 129.11.0 and subsequent reissues thereof that would otherwise apply to movements from the Bridger Guernsey HUB to Tallgrass's pipeline system in Platte County, Wyoming.

Pipeline Loss Allowance

Each shipper moving under this tariff shall pay the pipeline loss allowance applicable in each line segment comprising shipper's combined movement upstream of Guernsey Station, as set forth in the specific rules and regulations tariff that applies to each such line segment.