

## Schedule A

### to Practice Applicable to Automatic Balancing

#### Commodities included in the Automatic Balancing Process:

Access Western Blend (AWB) <sup>(1)</sup>	Fort Hills Reduced Carbon Life Cycle (FRB)
Albian Muskeg River Heavy (AMH)	Griffith Condensate (UCG)
Albion Heavy Synthetic (AHS) <sup>(1)</sup>	Griffith Foreign Condensate (FCG)
Albion Residual Blend (ARB)	Griffith Foreign Sour (FOG)
Albion Vacuum Blend (AVB)	Griffith Foreign Sweet (FHG)
Amoco Condensate Blend (ACB)	Griffith Sour (UOG)
Bow River (BR)	Griffith Sweet (UHG)
Borealis Heavy (BHB) <sup>(1)</sup>	Hangingstone Dilbit Blend (HDB)
BP Butane Sarnia (ABS)	Husky Synthetic Blend (HSB)
BP Conventional Heavy Blend (BCH)	Hardisty Light (SO)
BP Sour Blend (BSO)	Hardisty Synthetic Crude (HSC)
BP Sweet (BSW)	Kearl Lake Dil-Bit (KDB) <sup>(1)</sup>
BP Sweet Synthetic Blend (BSS)	Lewiston Sweet (UHL)
BP Synthetic Blend (BSH)	Light Sour Blend (LSB) <sup>(3)</sup>
Caroline Condensate (CCA)	Lloyd Chauvin (LLC)
Christina Lake Dil-Bit Blend (CDB)	Leismer Corner Blend (LCB)
Canadian Heavy Sweet (CHS)	Lloyd Echo (LLE)
Clearbrook Heavy (UVC)	Lloydminster Hardisty (LLB)
Clearbrook Sour (UOC)	Lloyd Gibson (LLG)
Clearbrook Sweet (UHC)	Long Lake Heavy DilBit Blend (PDH)
CNRL Heavy Sour Syn Blend (CNH)	Long Lake Heavy Mixed DilSynBit Blend (PMH)
CNRL Synthetic Custom Blend (CNC)	Long Lake Sour Blend (PSO)
Canadian Natural High Tan (CNX)	Long Lake Sweet Blend (PSW)
Cold Lake (CL) <sup>(1) (4)</sup>	Medium Sour Blend (MSB) <sup>(1)</sup>
Condensate Blend (CRW) <sup>(1)</sup>	Midale (M)
Conventional Heavy (CHV) <sup>(1)</sup>	Mixed Blend Sweet (SW) <sup>(1)</sup>
Dil Syn Bit (DSB)	Mokena Condensate (UCM)
Echo Synthetic Blend (ESB)	Mokena Foreign Condensate (FCM)

Working stock is required for the indicated commodities at the following locations: Edmonton (1), Regina (2), Cromer (3), Hardisty (4), Clearbrook (5) , and Lewiston (6) .

**Schedule A**  
**to Practice Applicable to Automatic Balancing (continued)**  
**Commodities included in the Automatic Balancing Process:**

Mokena Foreign Low Sweet (FWM)	Redwater (RW)
Mokena Foreign Sour (FOM)	Sarnia Special (SSS)
Mokena Foreign Sweet (FHM)	Seal Heavy (SH) <sup>(1)</sup>
Mokena Heavy (UVM)	Shell Premium Synthetic (SPX)
Mokena Sour (UOM)	Shell Synthetic (SSX)
Mokena Sweet (UHM)	Southern Lights Mainline DLVRY (SLX)
Newgrade Synthetic (NSA)	Suncor B (OSB)
Newgrade Synthetic (NSB)	Suncor C (OSC)
Newgrade Synthetic Blend (NSX)	Suncor Cracked (OCC)
Northern Canadian Sour (NCS)	Suncor H (OSH)
Peace Heavy (PH)	Suncor N (OSN)
Pine Bend Buffer (PBB)	Suncor Synthetic Sour (OSS)
Pine Bend Special (PBS)	Suncor U (OSU)
Platte General Sour (GS)	Sunrise Dilbit Blend (SDB)
Platte Sweet (PS)	Surmont Heavy (SHB)
Portal Midale (UMC)	Synbit Blend (SYB) <sup>(1)</sup>
Premium Conventional Heavy (PCH)	Synthetic Sweet Blend (SYN) <sup>(1)</sup>
Premium Synthetic (PSY) <sup>(1)</sup>	Western Canadian Select (WCS)
PetroChina Blend (PXB)	Western Heavy Blend (WHB)
Light Sweet Platte (LS)	Western Canada Dilbit (WDB)
	Wyoming Asphalt (ASH)

Working stock is required for the indicated commodities at the following locations: Edmonton (1), Regina (2), Cromer (3), Hardisty (4), Clearbrook (5), and Lewiston (6).

**Schedule B**  
**to Practice Applicable to Automatic Balancing**

**Commodities for which the Automatic Balancing price is negotiated between the Shipper and the Carrier:**

Amoco Condensate Blend (ACB)  
Albian Muskeg River Heavy (AMH)  
Albion Vacuum Blend (AVB)  
Caroline Condensate (CCA)  
Kearl Heavy Dil-Bit (KDB)  
Long Lake Heavy DilBit Blend (PDH)  
Long Lake Heavy Mixed DilSynBit Blend (PMH)  
Long Lake Sour Blend (PSO)  
Long Lake Sweet Blend (PSW)  
Mokena Heavy (UVM)  
Newgrade Synthetic (NSA)  
Newgrade Synthetic (NSB)  
Newgrade Synthetic Blend (NSX)  
Pine Bend Buffer (PBB)  
Pine Bend Special (PBS)  
Sarnia Special (SSS)  
Southern Lights Mainline DLVRY (SLX)  
Suncor Cracked (OCC)  
Suncor H (OSH)  
Western Heavy Blend (WHB)

**Schedule C**  
**to Practice Applicable to Automatic Balancing**

Commodities for which the settlements between the Shipper and the Carrier are approved solely for the Pipelines identified:

Platte General Sour (GS) – approved for Express/Platte & Spearhead Pipeline

Wyoming Asphalt (ASH) – approved for Express/Platte & Spearhead Pipeline

Long Lake Blend (LLB) – approved for Express/Platte

Bow River (BR) – approved for Express/Platte

**Schedule D**  
**to Practice Applicable to Automatic Balancing Resolution Process**

The procedure set out in this Schedule is intended to be used by Shippers, the Carrier and the Automatic Balancing Practice Working Group (“Working Group”) for the purpose of resolving issues or concerns arising from the Practice Applicable to Automatic Balancing as expeditiously as possible in the circumstances.

The Resolution Process is also intended to ensure that the Working Group has all the information it requires to conduct effective reviews of the Practice.

The Resolution Process is not specifically intended to deal with disputes that may arise out of the Practice but parties are encouraged to use the Resolution Process on a without prejudice basis when a dispute has arisen.

1. A Shipper may raise an issue directly with the Carrier. If those parties are able to resolve the issue between them and no change to the Practice is required as a result, then the Working Group need not be involved.
2. The Carrier will keep a record of Shipper issues and their resolution. The Carrier will provide to the Working Group via SWIFTLINK notice a summary of the issues raised, and their resolution, as requested by the Working Group for the purpose of conducting a review of the Practice. Unless the relevant Shipper has given its consent, no commercially sensitive Shipper specific information shall be included in reports to the Working Group.

3. For Carrier issues or issues not resolved directly with the Carrier, the following general process will apply with any necessary modifications to accommodate specific circumstances - as long as the goal of resolution of issues in an expeditious manner is respected:
  - a. The Carrier will communicate the request for issue resolution to the Working Group, with written confirmation to the person or entity making the request.
  - b. The communication of the request for issue resolution will include a request by the Carrier for a meeting of the Working Group within a specified period of time not to exceed 5 working days or for an initial response from individual Working Group members within 2 working days.
  - c. If the Working Group determines that the issue or concern raised is not justifiable then it will prepare a written response to the person or entity raising the issue outlining the reasons why.
  - d. If the Working Group determines that the issue merits further investigation and consideration it shall establish a timeline for any further investigation and for consideration of the issue and shall communicate that timeline to the person or entity raising the issue within 10 working days of the issue being communicated to the Working Group.
  - e. After considering an issue and carrying out such investigation as may be necessary or desirable, the Working Group may recommend:
    - i. an interim solution;
    - ii. amendment(s) to the Practice;
    - iii. postpone considering the issue further until the 9 month review of the Practice in the Initial Term;
    - iv. suspension or discontinuation of the Practice;
    - v. other recommendations as appropriate in the circumstances.
  - f. When considering an issue and recommendations, the Working Group

will consider the objectives of the Practice and cost and service impacts to the Carrier and Shippers of the issue and the recommendations under consideration.

- g. Findings and recommendations of the Working Group in the course of this Resolution Process will be communicated to the Carrier and to the entity or person who raised the issue.
  - h. Confidentiality of commercially sensitive, shipper specific information is intended to be respected and maintained in this Resolution Process.
4. The decision whether to accept a recommendation of the Working Group ultimately lies with the Carrier; however, it is the Carrier's intention to respect and accept recommendations of the Working Group unless insurmountable concerns would be raised by its implementation.