



ENBRIDGE PIPELINES (SOUTHERN LIGHTS) LLC

LOCAL PROPORTIONAL TARIFF APPLYING TO THE TRANSPORTATION OF DILUENT

FROM
MANHATTAN, ILLINOIS
TO
INTERNATIONAL BOUNDARY NEAR NECHE, NORTH DAKOTA

The rates in this tariff are for the transportation of Diluent by the Carrier. The transportation rates listed in this tariff are subject to the Rules and Regulations published in the Carrier's FERC Tariff No. 3.9.0, supplements thereto and reissues thereof.

Filed in accordance with the Commission's Order on Petition for Declaratory Order, 121 FERC ¶ 61,310 (Dec. 31, 2007) and Order Granting Clarification and Denying Rehearing, 122 FERC ¶61,170 (Feb. 22, 2008) in Docket No. OR07-15-000 and the Commission's Order on Petition for Declaratory Order, 141 FERC ¶ 61,244 (Dec. 20, 2012) in Docket No. OR12-27-000.

Filed in compliance with 18 CFR 341.3 (Form of tariff).

The rates in this tariff are payable in United States currency and are applicable to the transportation of Diluent tendered to the Carrier at established receiving points in the United States.

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

ISSUED: November 30, 2022

EFFECTIVE: January 1, 2023

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DILUENT TRANSPORTATION RATES¹

COMMITTED TRANSPORTATION RATE² IN U.S. DOLLARS	
From	To
Manhattan, Illinois	International Boundary near Neche, North Dakota
	[I] \$ 24.0428/m ³
	[I] \$3.8225/bbl

UNCOMMITTED TRANSPORTATION RATE² IN U.S. DOLLARS	
From	To
Manhattan, Illinois	International Boundary near Neche, North Dakota
	[I] \$48.0856/m ³
	[I] \$7.6450/bbl

NOTES:

1. In accordance with the Declaratory Order in Enbridge Pipelines (Southern Lights) LLC, 121 FERC ¶ 61,310 P 45 (2007), the tariff rates stated herein are subject to an annual true-up mechanism. As detailed within the Transportation Services Agreement (TSA), uncommitted revenue for volumes up to and including 162,000 bpd and 75% of uncommitted revenue for volumes over 162,000 bpd will be refunded back to all shippers at the end of each full calendar year net of committed shipper volume credits and the true-up between forecast and actual revenue requirement. To the extent the actual revenue for the base period is less than (greater than) the true-up revenue requirement for the calendar year, Carrier shall recover (refund) from each Shipper its share of the difference based on such Shipper's proportionate contribution to the actual revenue for the said calendar year. The annual true-up, as detailed within the TSA, will occur as soon as reasonably practicable after the end of each calendar year.
2. The rates are published on both a per barrel and a per cubic metre basis. Shippers will be invoiced on a per cubic metre basis.

SYMBOL:

[I] – Increase