

156 FERC ¶ 61,023
UNITED STATES OF AMERICA
FEDERAL ENERGY REGULATORY COMMISSION

Before Commissioners: Norman C. Bay, Chairman;
Cheryl A. LaFleur, Tony Clark,
and Colette D. Honorable.

Rangeland RIO Pipeline, LLC

Docket No. OR16-16-000

ORDER ON PETITION FOR DECLARATORY ORDER

(Issued July 8, 2016)

1. On May 11, 2016, Rangeland RIO Pipeline, LLC (Rangeland) filed a petition for declaratory order (Petition) requesting approval of priority and non-priority service, the overall tariff and rate structure, and the terms and conditions of service for Rangeland's proposed crude oil pipeline project (RIO Pipeline System or Project).
2. Rangeland requests Commission action on the Petition no later than July 8, 2016. The Commission grants the unopposed Petition and the specific declaratory rulings requested by Rangeland.

Background

3. According to the Petition, the RIO Pipeline System is a 109-mile, 12-inch diameter pipeline that originates in Loving County, Texas and terminates in Midland, Texas. Rangeland states that it developed the Project to serve producers, marketers, and refiners in the rapidly developing Delaware Basin production area. The Project will provide approximately 125,000 barrels per day (bpd) of capacity for interstate and intrastate crude oil and condensate transportation. Rangeland anticipated that the Project would enter service on July 1, 2016.¹
4. Rangeland commenced a well-publicized open season on April 12, 2016 to end on May 20, 2016, seeking shippers willing to agree to ship a specified minimum volume of crude oil on the RIO Pipeline System at the committed rate (Committed Shippers) set forth in the proposed transportation service agreements (TSAs). The Petition states that

¹ Petition at 1-3.

Rangeland provided the form TSAs and *pro forma* Federal Energy Regulatory Commission (FERC) and Texas Railroad Commission (TRRC) tariffs to any interested shipper that executed a confidentiality agreement. Any interested party would have the opportunity to enter into a TSA with a term ranging from one to four years, or five to seven years. The Petition states that as of May 11, 2016, four Committed Shippers had executed agreements to take service on the Project. Based on the agreements executed by those Committed Shippers, Rangeland determined that it had a sufficient level of volume commitments to proceed with the Project. The Petition states that before the Project enters service, Rangeland will file a FERC tariff to govern interstate crude oil movements on the RIO Pipeline System, and a TRRC tariff to govern intrastate movements.²

5. On June 3, 2016, Rangeland submitted its initial FERC tariff filing for the RIO Pipeline System in Docket No. IS16-552-000 with an effective date of July 1, 2016. On June 6, 2016 Rangeland filed a Notice of Conclusion of Open Season (Notice) stating that the open season concluded on May 20, 2016.

TSA and Rates

6. According to the Petition, each Committed Shipper that agrees to ship a specified minimum volume on the RIO Pipeline System will pay a discounted volume incentive rate for non-priority service. The proposed volume incentive rates are tiered based on the size of the Committed Shipper's minimum volume commitment and the term of the TSA.³ Any Committed Shipper that fails to ship its minimum volume commitment during the term of its TSA will be required to pay a deficiency fee. A Committed Shipper that executes a TSA with a volume commitment of 5,000 bpd or more for a

² *Id.* at 4, 7-9.

³ The Petition states that a committed shipper's minimum volume is measured over a period of six months to give shippers flexibility in dealing with monthly volume fluctuations. Petition at 5. Under the TSAs, the initial Minimum Volume Period is defined as the period beginning on the service commencement date and ending on December 31, 2016. Subsequently, in response to shipper feedback received during the open season process, Rangeland agreed to provide committed shippers with increased flexibility in fulfilling their volume commitments during the initial Minimum Volume Period, including an extension of the end date of the initial Minimum Volume Period. Rangeland offered the modified terms to each Committed Shipper through a Letter Agreement, which was also sent to all interested parties that participated in the open season. Notice at 1-2.

term of five years or more will have the option to pay a premium rate of \$0.01 per barrel more than the uncommitted rate and receive priority service.⁴

7. The Committed Shipper rates may be adjusted annually beginning one year after the Project's in-service date in accordance with the Commission's annual oil pipeline indexing methodology, but may not be adjusted downward as a result of a negative index rate. The TSAs also provide for imposition of surcharges on Committed Shippers in the event there is a change in the applicable law that results in certain additional costs or expenses. However, if the applicable fees are increased by more than fifty percent, a Committed Shipper may elect to terminate the agreement.⁵

8. Rangeland's State Line Terminal, a truck unloading and gathering facility, is located at the origin of the RIO Pipeline System. Rangeland states that it will assess a truck unloading fee of \$0.15 per barrel for any volumes received at the State Line Terminal, but this fee will be waived for Committed Shippers for the first year that the Project is operational.⁶

9. Rangeland is seeking volume commitments for up to ninety percent of the RIO Pipeline System capacity, and will reserve at least ten percent of the capacity for Uncommitted Shippers. In the event of over-subscriptions, Committed Shipper capacity will be awarded to potential Committed Shippers based on a net present value (NPV) ranking.⁷

10. A Committed Shipper that makes a commitment to ship less than 5,000 bpd for a term of one to four years has a one-time opportunity to increase its volume commitment by up to 3,999 bpd in the event that capacity is available after the conclusion of the open season and before the Project's in-service date.⁸ The TSAs also provide Committed Shippers the option to extend the terms of their agreements for up to two additional three-year terms for five to seven year agreements, or two additional one-year terms for one to four year agreements, and include subsequent automatic one-year extensions until either party terminates the agreement.⁹ In addition, the TSAs permit a Committed

⁴ Petition at 5-6.

⁵ *Id.* at 18-19.

⁶ *Id.* at 7.

⁷ *Id.* at 8.

⁸ *Id.* at 16.

⁹ *Id.* at 6, 22-23.

Shipper to assign its TSA to another entity, subject to Rangeland's consent which shall not be unreasonably withheld.¹⁰

Requested Rulings

11. Rangeland requests Commission approval of the Project's overall tariff, rate, and priority service structure as set forth in the *pro forma* FERC Tariff and Form TSAs, specifically seeking approval or confirmation of the following:

- A. A declaratory order is the appropriate mechanism for securing advance Commission approval of oil pipeline tariff, rate, and priority service structure proposals.
- B. Rangeland's open season process followed Commission guidelines, and offered all interested parties an equal opportunity to become Committed Shippers.
- C. Rangeland properly may commit up to ninety percent of project capacity to Committed Shippers, while reserving at least ten percent for Uncommitted Shippers that make timely monthly nominations.
- D. Rangeland's NPV ranking methodology is uniform, non-discriminatory and consistent with FERC precedent.
- E. Each Committed Shipper's TSA will be honored, its provisions will be upheld, and it will govern the transportation service Rangeland will provide to that Committed Shipper during the term of the TSA.
- F. The opportunity that Rangeland has provided for certain classes of Committed Shippers to increase their volume commitments accords with Commission precedent.
- G. Treatment of the Project's proposed rates as settlement rates accords with Commission precedent.
- H. The committed rate adjustments set forth in the Form TSAs are consistent with Commission precedent.
- I. The Project's proposed rate structure is consistent with FERC policy, and the committed rates and rate structure are just and reasonable under the Interstate Commerce Act (ICA).

¹⁰ *Id.* at 23.

- J. Rangeland's proposal to permit certain Committed Shippers to take priority service during periods of prorationing is consistent with Commission precedent.
- K. Permitting Committed Shippers to extend the terms of their contracts as set forth in the Form TSAs is consistent with FERC policy and not unduly discriminatory.
- L. The Form TSAs' provision permitting assignment by Shipper with Rangeland's consent is consistent with Commission precedent.
- M. Waiver of truck unloading fees for all Committed Shippers during the first year following the pipeline in-service date is consistent with FERC policy, and not unduly discriminatory or preferential.

Rangeland's Supporting Statements

12. Rangeland states that the Commission has uniformly approved the use of declaratory order procedures as a means of providing advance guidance and regulatory certainty to proponents of interstate pipeline projects.¹¹ Rangeland asserts that by utilizing the petition for declaratory order process it has provided the Commission and interested entities additional time to review the proposed rate and priority service structure than would otherwise be available in the context of a tariff rate filing.¹²

13. Rangeland states that Commission policy requires that a project sponsor offering firm transportation service must hold an open season during which all potential shippers are given the opportunity to become committed shippers and obtain firm capacity rights.¹³ Rangeland states that the Project's open season process satisfies Commission guidelines.¹⁴ Rangeland attests that it will reserve at least ten percent of the Project's

¹¹ Petition at 11 (citing *Seaway Crude Pipeline Co. LLC*, 139 FERC ¶ 61,109 (2012); *Colonial Pipeline Co.*, 116 FERC ¶ 61,078 (2006), *reh'g denied*, 119 FERC ¶ 61,183 (2007); *Express Pipeline P'ship*, 76 FERC ¶ 61,245, *reh'g denied*, 77 FERC ¶ 61,188 (1996); *North Dakota Pipeline Co.*, 147 FERC ¶ 61,121, at P 22 (2014)).

¹² *Id.* at 12 (citing 18 C.F.R. § 341.2(b)).

¹³ *Id.* (citing *Skelly-Belvieu Pipeline Co., L.L.C.*, 138 FERC ¶ 61,153, at PP 6, 18 (2012); *Sunoco Pipeline L.P.*, 137 FERC ¶ 61,107, at P 15 (2011); *Shell Pipeline Co. LP*, 139 FERC ¶ 61,228, at P 21 (2012); *Shell Pipeline Co. LP*, 146 FERC ¶ 61,051, at PP 16, 21 (2014); *White Cliffs Pipeline, L.L.C.*, 148 FERC ¶ 61,037, at P 47 (2014)).

¹⁴ *Id.* at 13.

capacity for uncommitted shippers.¹⁵ Rangeland argues that the ten percent reservation satisfies Commission policy.¹⁶

14. Rangeland requests that the Commission confirm that it will uphold and apply the key provisions of the TSAs as it has done in previous proceedings.¹⁷ Rangeland also seeks authorization to file the proposed rates as settlement rates in accordance with section 342.4(c) of the Commission's regulations.¹⁸ Rangeland asserts that the Commission has approved similar requests in the past.¹⁹

15. Rangeland states that in the event of over-subscriptions of its available capacity during the open season, capacity will be allocated to potential Committed Shippers from the highest to the lowest NPV based on their volume, rate and term elections.²⁰ Rangeland argues that its proposed NPV ranking conforms to Commission policy.²¹

16. Rangeland states that Committed Shippers that execute a TSA for a term from one to four years and make a volume commitment below 5,000 bpd will have a one-time opportunity to increase their volume commitments by up to 3,999 bpd in the event that

¹⁵ *Id.*

¹⁶ *Id.* at 14 (citing *Powder River Crude Servs., LLC*, 154 FERC ¶ 61,066, at P 19 (2016); *Medallion Pipeline Co., LLC*, 153 FERC ¶ 61,361, at PP 11, 17 (2015); *NST Express, LLC*, 153 FERC ¶ 61,108 (2015); *NORCO Pipe Line Co., LLC*, 152 FERC ¶ 61,170, at PP 7, 19 (2015); *Sunoco Pipeline L.P.*, 139 FERC ¶ 61,259, at P 14 (2012)).

¹⁷ *Id.* at 15 (citing *CenterPoint Energy Bakken Crude Servs., LLC*, 144 FERC ¶ 61,130, at P 17 (2013); *Kinder Morgan Pony Express Pipeline LLC*, 141 FERC ¶ 61,180, at PP 22-23 (2012)).

¹⁸ *Id.* at 17 (citing 18 C.F.R. § 342.4(c)).

¹⁹ *Id.* (citing *Tesoro High Plains Pipeline Co. LLC*, 148 FERC ¶ 61,160, at P 26 (2014); *Marathon Pipe Line LLC and Ohio River Pipe Line LLC*, 152 FERC ¶ 61,237, at P 11 (2015)).

²⁰ *Id.* at 14.

²¹ *Id.* at 14-15 (citing *Sunoco Pipeline L.P.*, 141 FERC ¶ 61,212, at P 21 (2012); *Bayou Bridge Pipeline, LLC*, 153 FERC ¶ 61,322, at PP 17-18, 29 (2015); *Shell Pipeline Co.*, 139 FERC ¶ 61,228 at P 22).

capacity is available after the conclusion of the open season and prior to the Project commencing service.²² Rangeland attests that the volume increase option is subject to Rangeland's commitment to reserve at least ten percent of the Project's capacity for uncommitted shippers.²³ Rangeland argues that the Commission has previously approved volume increase options for committed shippers that closely resemble Rangeland's proposal, provided that ten percent of the pipeline's capacity remains available for uncommitted shippers.²⁴

17. Rangeland states that the TSAs provide for two types of adjustments to Committed Shipper rates. First, the TSAs provide for annual adjustment of the Committed Shipper rates, beginning one year after the Project's in-service date, based on the annual indexing methodology in section 342.3 of the Commission's regulations, but no downward adjustment will occur as a result of a negative index rate.²⁵ Rangeland argues that the Commission has approved rate adjustment provisions for committed rates based on the FERC indexing methodology with a floor on downward adjustment.²⁶ Second, the TSAs provide for imposition of surcharges on Committed Shippers if there is a change in the applicable law that results in certain additional expenditures for Rangeland.²⁷ Rangeland argues that the Commission has approved TSA provisions providing for adjustments to committed rates to recover compliance costs incurred as a consequence of a change in the law.²⁸

²² *Id.* at 16.

²³ *Id.*

²⁴ *Id.* (discussing *Marathon Pipe Line LLC*, 152 FERC ¶ 61,237 at P 18 and *Sunoco Pipeline, L.P.*, 151 FERC ¶ 61,192, at P 14 (2015)).

²⁵ *Id.* at 18 (citing 18 C.F.R. § 342.3).

²⁶ *Id.* at 18 (citing *Marathon Pipe Line*, 152 FERC ¶ 61,237 at P 15; *Medallion Pipeline Co., LLC*, 150 FERC ¶ 61,156, at P 11 (2015); *Medallion Pipeline Co., LLC*, 148 FERC ¶ 61,095, at P 18 (2014)).

²⁷ *Id.* at 18-19.

²⁸ *Id.* at 19 (*Marathon Pipe Line*, 152 FERC ¶ 61,237 at PP 16-17; *Dominion NGL Pipelines, LLC*, 145 FERC ¶ 61,133, at PP 11, 21 (2013)).

18. Rangeland argues that the Commission has approved rate structures where committed shippers pay lower rates than uncommitted shippers,²⁹ and where committed shippers' rates vary according to the terms of their commitments,³⁰ so long as all prospective shippers had the opportunity to make such term and volume commitments and to become committed shippers. Rangeland also states that the requirement that a Committed Shipper that does not meet its volume commitment pay a deficiency fee is consistent with prior Commission decisions.³¹

19. Rangeland states that a Committed Shipper that commits to ship at least 5,000 bpd for a minimum term of five years will be entitled to elect to pay a premium rate of \$0.01 per barrel more than the uncommitted rate to receive priority service for up to their volume commitment.³² Rangeland asserts that its proposal to provide firm service at a premium rate comports with Commission precedent because all parties were offered an equal opportunity to obtain the firm service terms in the open season.³³

20. Rangeland states that the TSAs provide Committed Shippers the opportunity to elect to extend the terms of their agreements and also provide for automatic one-year extensions.³⁴ Rangeland further states that the TSAs allow a Committed Shipper to assign its TSA subject to Rangeland's consent, which shall not be unreasonably withheld,

²⁹ *Id.* (citing *Saddlehorn Pipeline Co., LLC*, 153 FERC ¶ 61,067, at P 35 (2015); *Enbridge Pipelines (FSP) LLC*, 146 FERC ¶ 61,148, at P 28 (2014); *Bayou Bridge Pipeline*, 153 FERC ¶ 61,322 at P 19; *Panola Pipeline Co., LLC*, 151 FERC ¶ 61,140, at P 20 (2015); *TransCanada Keystone Pipeline, LP*, 125 FERC ¶ 61,025, at P 22 (2008)).

³⁰ *Id.* at 20 (citing *Saddlehorn Pipeline*, 153 FERC ¶ 61,067 at P 35; *Enbridge Pipelines (FSP)*, 146 FERC ¶ 61,148 at P 27; *Hiland Crude, LLC*, 148 FERC ¶ 61,228, at P 22 (2014); *Medallion Pipeline Co.*, 148 FERC ¶ 61,095 at P 18; *TransCanada Keystone Pipeline*, 125 FERC ¶ 61,025 at P 22; *Express Pipeline P'ship*, 77 FERC ¶ 61,188 at 61,756).

³¹ *Id.* at 21 (citing *Belle Fourche Pipeline Co.*, 151 FERC ¶ 61,139, at P 24 (2015); *CenterPoint Energy Bakken Crude Servs.*, 144 FERC ¶ 61,130 at PP 16-17).

³² *Id.*

³³ *Id.* at 21-22 (citing *Medallion Pipeline*, 148 FERC ¶ 61,095 at PP 6, 12, 19; *Marathon Pipe Line*, 152 FERC ¶ 61,237 at P 12; *CCPS Transp., LLC*, 121 FERC ¶ 61,253, at P 19 (2007)).

³⁴ *Id.* at 22-23.

and subject to the assignee's ability to meet Rangeland's tariff creditworthiness standards.³⁵ Rangeland argues that the Commission has approved similar extension and assignment provisions.³⁶

21. Rangeland states that the TSAs waive certain truck unloading fees for the Committed Shippers for the first year after the Project enters service.³⁷ Rangeland argues that its proposed fee waiver provision is consistent with Commission precedent, in particular because Rangeland will bear any associated cost and no shipper will subsidize the waiver.³⁸

Public Notice, Interventions, Protests and Comments

22. Notice of the Petition was issued on May 16, 2016, providing for motions to intervene, comments and protests to be filed on or before June 1, 2016. No parties filed motions to intervene, comments or protests in this proceeding. The Petition is unopposed.

Discussion

23. Based upon the representations made in the Petition, the Commission finds that the provisions of the TSAs appear consistent with Commission precedent under the ICA. The Commission therefore grants the unopposed Petition as briefly summarized below.

24. The Commission finds that the Committed Rates and rate structure, and treatment of the committed rates as settlement rates are consistent with Commission precedent.³⁹

³⁵ *Id.* at 23.

³⁶ *Id.* (citing *Marathon Pipe Line*, 152 FERC ¶ 61,237 at P 13; *Belle Fourche Pipeline Co.*, 151 FERC ¶ 61,139 at P 14; *Alpha Crude Connector, LLC*, 149 FERC ¶ 61,001, at P 22 (2014); *Powder River Crude Servs., LLC*, 154 FERC ¶ 61,066, at PP 16, 22 (2016); *Saddlehorn Pipeline Co., LLC*, 153 FERC ¶ 61,067, at P 34 (2015); *NuStar Crude Oil Pipeline L.P.*, 146 FERC ¶ 61,146, at P 14 (2014)).

³⁷ *Id.* at 24.

³⁸ *Id.* (citing *Navigator BSG Transp. & Storage, LLC*, 152 FERC ¶ 61,026, at P 20 (2015)).

³⁹ *See, e.g.,* *Buckeye Pipe Line Transp., LLC*, 154 FERC ¶ 61,130, at P 21 (2016); *NORCO Pipe Line Co.*, 152 FERC ¶ 61,170 at P 21; *Seaway Crude Pipeline Co. LLC*, 142 FERC ¶ 61,201, at PP 12-13 (2013); *Kinder Morgan Pony Express Pipeline*, 141 FERC ¶ 61,180 at P 21.

As the Commission has stated, “[a]lthough the Commission’s regulations do not provide specifically for negotiated initial rates with agreed-to future rate changes, the Commission has ruled that such contracts are consistent with the spirit of section 342.4(c) of the Commission’s regulations.”⁴⁰ Accordingly, the Commission approves Rangeland’s treatment of the Committed Rates as settlement rates for the terms of the TSAs. Furthermore, the Commission confirms that each Committed Shipper’s TSA will be honored, its provisions will be upheld, and it will govern the transportation service Rangeland will provide to that Committed Shipper during the term of the TSA.⁴¹

25. The Commission finds that Rangeland’s open season appropriately followed Commission guidelines and offered all interested parties an equal opportunity to become Committed Shippers. Further, the Commission finds that Rangeland may commit up to ninety percent of project capacity to Committed Shippers, while reserving at least ten percent for uncommitted interstate jurisdictional shippers.⁴² The Commission has previously held that reservation of ten percent of capacity for uncommitted interstate volumes provides reasonable access for uncommitted shippers.⁴³ The Commission’s approval here is therefore premised on a similar reservation of ten percent of the Project’s capacity for uncommitted interstate shippers.

⁴⁰ *Seaway*, 142 FERC ¶ 61,201 at P 12 (citing *Express Pipeline P’ship*, 76 FERC ¶ 61,245, at 62,258 (1996)).

⁴¹ *See Saddlehorn Pipeline Co., LLC*, 153 FERC ¶ 61,067, at P 33 (2015); *CenterPoint Energy Bakken Crude Servs.*, 144 FERC ¶ 61,130 at P 17.

⁴² The Petition states that the Project will offer both intrastate and interstate service. However it is not clear from the Petition how the reservation of ten percent of capacity for uncommitted shippers would apply to interstate shippers, and whether this would ensure a consistent application of the Commission’s policies implementing the ICA. As the Commission stated in *Panola Pipeline Co. LLC*, 151 FERC 61,140, at P 23 n.16 (2015), “[t]he Commission’s existing policy requires 10 percent of capacity be reserved for uncommitted jurisdictional shippers under the ICA; therefore, to the extent there are service nominations from both intrastate and interstate uncommitted shippers that exceed the 10 percent of uncommitted capacity available, the Commission’s grant of this declaratory order is made and conditioned upon the understanding that *interstate* uncommitted shippers shall have the first right to service from that 10 percent of uncommitted capacity.” *See also Navigator BSG Transp. & Storage*, 152 FERC ¶ 61,026 at P 19.

⁴³ *See, e.g., CenterPoint Energy Bakken Crude Servs., LLC*, 144 FERC ¶ 61,130 at P 24 (2013); *Sunoco Pipeline*, 139 FERC ¶ 61,259 at P 14.

26. The Commission approves Rangeland's proposal to permit certain Committed Shippers to obtain priority service by paying a premium rate during periods of prorationing. Rangeland's proposal is consistent with previously approved proposals for committed shippers to pay volume discount rates for non-priority capacity with an option to elect priority service at a premium rate during periods of prorationing.⁴⁴

27. The Commission finds that Rangeland's waiver of truck unloading fees for Committed Shippers during the first year following the Project's in-service date is reasonable and not unduly discriminatory. In *Navigator BSG Transportation & Storage, LLC*, the Commission approved a similar fee waiver provision offered to committed shippers in a widely publicized open season where the pipeline agreed to bear the costs of providing the waiver, and thus there was no issue of other shippers subsidizing the committed shippers not subject to the waiver.⁴⁵ Rangeland represented that the waiver was offered in a widely publicized open season and that Rangeland will bear the cost of providing the waiver to Committed Shippers, not the uncommitted shippers that remain subject to the truck unloading fee.⁴⁶ The Commission finds that such a provision is reasonable and does not constitute an undue discrimination or undue preference under the ICA.

28. The Commission confirms that the rate adjustments for committed shippers,⁴⁷ and NPV ranking methodology,⁴⁸ and volume increase,⁴⁹ extension,⁵⁰ and assignment⁵¹ provisions in the TSAs are consistent with Commission precedent.

⁴⁴ See *ETP Crude LLC*, 153 FERC ¶ 61,261, at P 17 (2015), *Enterprise TE Products Pipeline Co. LLC*, 144 FERC ¶ 61,092, at P 16 (2013); *Explorer Pipeline Co.*, 140 FERC ¶ 61,098, at P 16 (2012).

⁴⁵ *Navigator BSG Transportation & Storage, LLC*, 152 FERC ¶ 61,026 at P 20.

⁴⁶ Petition at 24.

⁴⁷ *Oryx Southern Delaware Oil Gathering and Transport LLC*, 154 FERC ¶ 61,065, at P 27 (2016); *Marathon Pipe Line LLC*, 152 FERC ¶ 61,237 at PP 15-17; *Saddlehorn Pipeline Co.*, 153 FERC ¶ 61,067 at P 36; *Medallion Pipeline Co.*, 148 FERC ¶ 61,095 at P 18.

⁴⁸ *Sunoco Pipeline*, 141 FERC ¶ 61,212 at P 21; *Shell Pipeline Co.*, 139 FERC ¶ 61,228 at P 22.

⁴⁹ *Marathon Pipe Line*, 152 FERC ¶ 61,237 at P 18; *Sunoco Pipeline*, 151 FERC ¶ 61,192 at P 14.

29. In conclusion, the Commission finds the Petition consistent with precedent and unopposed, and accordingly confirms and approves Rangeland's requested rulings concerning the Project, as discussed above.

The Commission orders:

The Petition is granted as discussed in the body of this order.

By the Commission.

(S E A L)

Nathaniel J. Davis, Sr.,
Deputy Secretary.

⁵⁰ *Buckeye Pipe Line Transp., LLC*, 154 FERC ¶ 61,130, at P 24 (2016); *Marathon Pipe Line*, 152 FERC ¶ 61,237 at P 13; *Hiland Crude*, 148 FERC ¶ 61,228 at P 24; *CenterPoint Energy Bakken Crude Servs.*, 144 FERC ¶ 61,130 at P 35.

⁵¹ *NuStar Crude Oil Pipeline*, 146 FERC ¶ 61,146 at P 14; *Shell Pipeline Co. LP*, 141 FERC ¶ 61,017, at P 16 (2012).