

INLAND PRODUCTS PIPELINE

LOCAL AND PROPORTIONAL TARIFF

Applying on

PETROLEUM PRODUCTS

As defined herein

The rates named in this tariff are for the transportation of petroleum products by carrier, subject to the rules and regulations published herein.

TABLE OF RATES

(Rates in cents per barrel of 42 United States Gallons each)

[U] Unchanged rate. All rates in this page are unchanged, except as noted.

FROM ORIGIN POINTS IN OHIO	TO DESTINATIONS IN OHIO							
	Dayton	Columbus	Mogadore	Lima	Canton	Tiffin	Medway	Fostoria
*Lima	47.12	51.07	-----	-----	-----	*41.85	-----	*61.28
Toledo	82.08	81.60	-----	48.39	-----	35.58	82.99	51.07
Bradley Road	-----	-----	27.98	-----	36.93	-----	-----	-----
Fostoria	65.54	69.56	-----	35.58	-----	-----	-----	-----
[C]Hudson	-----	-----	[C]	-----	-----	-----	-----	-----

Shipper barrels that utilize Inland leased tanks at Bradley Road may be charged a tank trans shipment fee of 10.0 cents per barrel. For Shipper barrels with a destination of Cleveland**, the Shipper will only be charged the trans shipment fee if the Shipper requests to utilize leased tanks at Bradley Road. All other Shipper barrels that utilize Inland leased tanks at Bradley Road will be charged the tank trans shipment fee, regardless of origin or destination facility.

All Shipper barrels that utilize Inland line facilities from Toledo to Buckeye Jct. will be charged a fee of 1.0 cent per barrel.

(** See Inland's tariff FERC No. 9)

***Note the following: Movements from Lima to Tiffin and Fostoria have been fully restored. The "Notice of Embargo in Part", Supplement No. 2 to FERC tariff No. 10 that was effective August 2, 2006 is hereby cancelled.**

Issued on less than one day's notice under authority of 18 CFR 341.14 (Special Permission). This tariff is conditionally accepted subject to refund pending a 30-day review period.

[C] Cancel
[U] Unchanged rate
[W] Change in Wording only

ISSUED NOVEMBER 17, 2006

EFFECTIVE NOVEMBER 17, 2006

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

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ITEM NO.	SUBJECT	RULES AND REGULATIONS
25-C [R1]	QUALITY	<p>(a) No petroleum products will be accepted for transportation except good merchantable petroleum products of acceptable character readily susceptible of transportation through Carrier's existing facilities, and which will not materially affect the quality of shipments being transported, or cause a disadvantage to any other Shipper.</p> <p>(b) Carrier does not have the operational facilities required to transport Methyl Tertiary Butyl Ether (MTBE), Ethyl Tertiary Butyl Ether (ETBE) or Tertiary Amyl Methyl Ether (TAME) and therefore will not accept nominations to transport these products.</p> <p>(c) The current Inland Products Pipeline's quality policy are published in the Inland Product Quality Assurance Manual, dated July 1, 2006. All tenders must be in compliance with the policy stated in the current version of this manual. The manual can be obtained from Inland's Oil Movements Manager at the address listed in Item 30.</p>
75-A [R1]	ULSD COMPLIANCE	Tenders for the transportation of ULSD products must be in compliance with the current version of the Inland Products Pipeline's Quality Assurance Manual, dated July 1, 2006. Copies of this manual will be made available by Inland's Oil Movements Manager, either via the U.S. Mail or via facsimile copy at the address listed above.
80 [R3]	DIESEL HANDLING CHARGE	<p>Pursuant to the Environmental Protection Agency's (EPA's) regulation of Title 40 CFR Part 80, Subpart I, Carrier has modified its operations in order to meet the more stringent standards for sulfur content of the diesel products transported on Carrier's system. Carrier is establishing a Diesel Handling Charge to recover prudently incurred costs necessary for Carrier to facilitate the handling of both high and low sulfur diesel products.</p> <p>The Diesel Handling Charge of eighty-five hundredths of a cent per barrel [U](0.85 cpb) will apply only to the shipments of diesel products. The Diesel Handling Charge will be effective during the term period of October 1, 2006 through and including September 30, 2011. Carrier will perform an annual review of the costs recovered and if all capital related costs are recovered before the ending date of the term period, Carrier will adjust the surcharge at that time to avoid an over-recovery of Carrier's capital investment. At the end of the term period, September 30, 2011, a true-up of all actual costs recovered will be made. If the true-up amount is within 1% of all costs incurred, no additional collection or refund of the amount will be made.</p>
[R1] [R3] [U]	Reissued from Supplement 1, effective July 1, 2006. Reissued from Supplement 3, effective October 1, 2006. Unchanged rate	