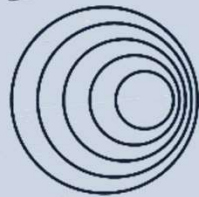




2025



BUCKEYE PARTNERS

Customer Conference

TERMINAL SCHEDULING

Buckeye Terminals Partnership to Expand your Business



Terminal Scheduling Team



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Allentown, PA

Monica Gaten

Manager Terminal Scheduling



Charles Troutman

Terminal Scheduler



Dorothy Gasker

Terminal Scheduler



Diana Koch

Terminal Scheduler



Mike Neumann

Terminal Scheduler



Aric Mills

Terminal Scheduler



Frank Kessler *

Terminal Scheduler



Aubrey Roth

Terminal Scheduler



Randy Doty

Terminal Scheduler



* Frank will be retiring in September 🎉



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East Chicago, IN

Lauren Vasel

Supervisor Terminal Scheduling



Karen Colwell

Terminal Scheduler



Letica Cabrales

Terminal Scheduler



Kami Fisher

Terminal Scheduler



Amanda Lee

Terminal & Rail Scheduling
Administrative Support



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Corpus Christi, TX

Earl Siadak

Supervisor Terminal Scheduling



Ashley Guillen

Terminal Scheduler



Gewyn Olson

Terminal Scheduler



* Gewyn will be retiring in September 🎉

Marrero, LA

Brad Cortez

Terminal Scheduler



* Brad will be retiring in September 🎉



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Port Reading, NJ

Piotr Bielunas
Terminal Scheduler



Walter Markowski
Terminal Scheduler



Matthew Wardell
Terminal Scheduler



New Haven, CT

Thomas Haesche
Terminal Scheduler



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Houston, TX

Zach Anderson

Supervisor Terminal Scheduling



Nathanael Brown

Terminal Scheduler



John Blackshear

Terminal Scheduler



St. Lucia

Ichaela Edwards

Terminal Scheduler



Yabucoa, PR

Hector Rosario

Terminal Scheduler



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Buckeye Bahamas Hub

Maurey Davis*

Manager, Planning & Scheduling



* Maurey will be retiring in September 🎉

Branden Kemp

Manager, Planning & Scheduling



Lavaldo Coverly

Bunkering Coordinator



Precious Prosper

Ops Planner/Scheduler



Chad Sweeting

Ops Planner/Scheduler



Shameiko Dean

Ops Planner/Scheduler

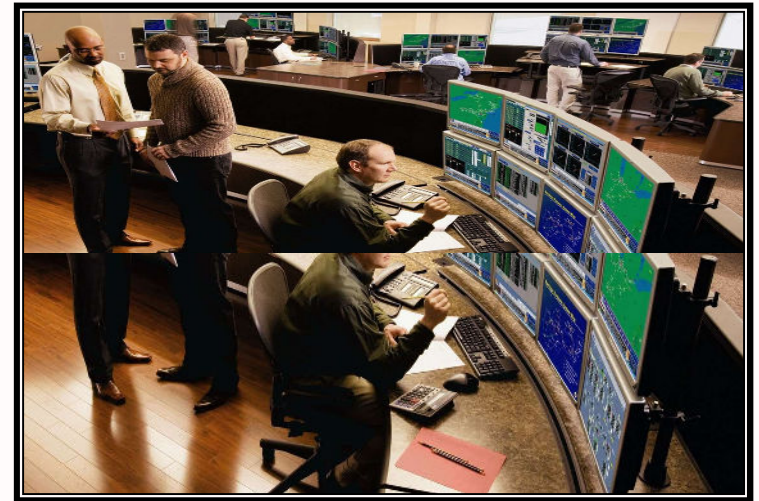


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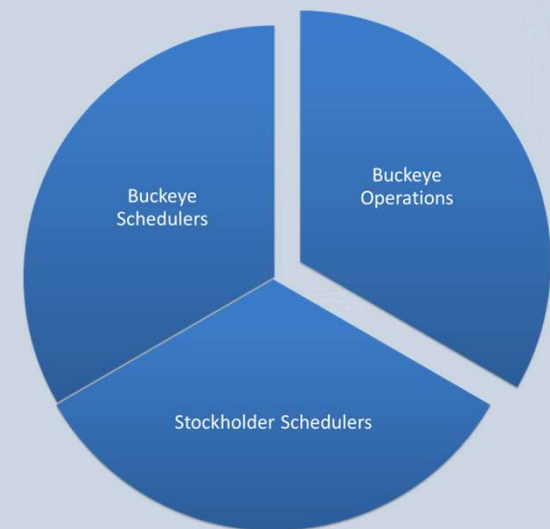
Buckeye Terminal Operations, Scheduling, along with our Customers Driving Success Collectively

- *Utilize our #1 Resource to provide the best customer service possible to our customers*
- *We understand that open and effective communication is crucial to operating successfully*
- *Our efforts alone can only take us so far. Working together with our Customers we can achieve a safe, efficient, and prosperous future!*



Operations – Our Field is Our Heart

- *Eyes and Ears—crucial to the supply optimization piece*
- *Relay Terminal and Pipeline info to Buckeye Terminal Schedulers*
- *There to help your carriers!*
- *Provide us with valuable hands-on experience and terminal knowledge*



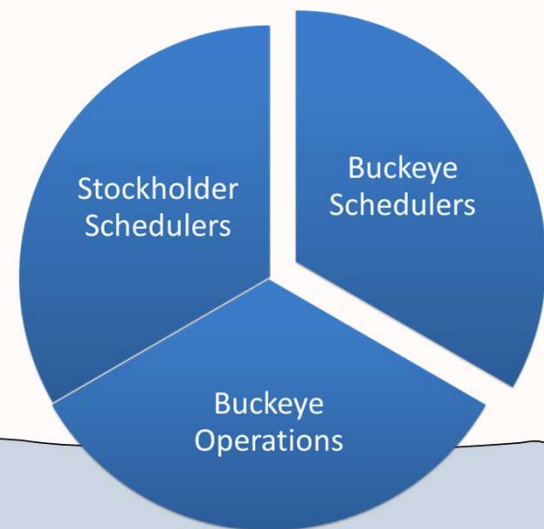
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Buckeye Terminal Schedulers

- *We are liaisons between our Operations team and our Customers*
- *Work closely with all customers to ensure efficient and safe operations while optimizing the Terminal Capabilities*
- *Forecast demand patterns and follow market trends to assist customers with volume decisions*
- *Assist with allocation or customer issues as much as possible, and involve our CTD team as needed*
- *Provide Schedule Updates and Changes in timely fashion to customers awaiting supply*
- *Proactively communicate planned maintenance, outages, etc. Give immediate notice of any unplanned outage notifications from Operations*



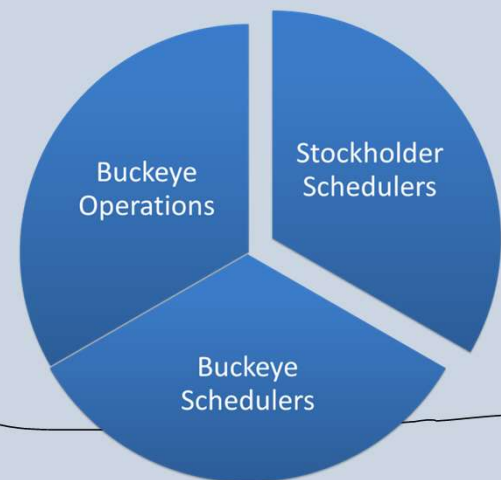
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Stockholder Schedulers aka Buckeye's Customers

- *Reference historical data to project future demand requirements for existing and/or new business*
- *Work with sales and marketing to maintain retail supply and allocation, and grow in wholesale markets*
- *Utilize Buckeye Reports to assess demand swings and monitor overall inventory levels at terminals*
- *Work closely with other 3rd party terminals to ensure business is covered through open communication and planning*
- *Provide updates for supply disruptions and changes in allocations to the marketing and logistics teams to ensure zero disruptions to the business*



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TERMINAL SCHEDULING PROCESS - Pipeline

Shippers/Customers will enter pipeline cycle nominations into 3rd party systems (BPL, CPL, PPL, Explorer, etc.) via T4 or CCI

Origin Schedulers will select origination point for batch, while working with refinery scheduling to secure origin volume and date of pump

Destination Schedulers will split up total volume of nominated cycle to various Buckeye Terminal destinations via nomination process, and allow Buckeye time to review volume, timing, and overall available terminal capacity per market designated

Buckeye Terminal Schedulers will review posted BPL, CPL, Explorer, KM Schedules and Nominations to ensure changes are acceptable and any additions or deletions of nominations are captured into the Scheduling Tool Forecasts

Once a designated cycle is received into the destination Buckeye Terminal, a ticket will be generated and then entered by Terminal Operations to credit the customer with purchased barrel to allow carrier to load out for end customer



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Customer Notification Process - Terminal Outage or Supply Disruptions

Examples – Lane Closures, Rack Closures, Pump Maintenance, Tank Maintenance, Weather related Outages, etc.

PLANNED Terminal Outages	Downtime Lasting < 24 hours	Downtime Lasting > 24 hours
BPL	Notices sent 72 hours prior to	Notices sent 2 weeks in advance
Buckeye Terminals (CPL/PPL)		
Marine Terminals		

Unplanned Terminal Outages	Downtime Lasting < 24 hours	Downtime Lasting > 24 hours
BPL	Notice sent ASAP	ASAP w/ updates often
Buckeye Terminals (CPL/PPL)		
Marine Terminals		

Terminal Scheduling – Made



Provide customers with a "Can Do" attitude and provide superior customer service when called upon

Growing with Buckeye

We want your business to thrive and grow within our terminal assets..... as simple as that!

Flexible Options

Customer Business Models and Strategies change, and we understand that, and to help with your changes, we look to improve on our assets with projects and creative ideas!

Staying Ahead of Obstacles

We view our system as one big opportunity, and if we have customers that understand and trust our guidance to make the Terminal Scheduling partnership work, we all reach our goals!

Nomination and Schedule Changes

How does it affect the Scheduling Process??

Changes will affect supply outlook – A plan needs to be in place

- Potential Impacts: “Ripple Effect”
 - *Operations (Pipeline, Marine, Rail, Terminal)*
 - *Scheduling forecasting*
 - *Terminal capacity constraints*
 - *After hours or weekend disasters (avoid these at all costs)*
 - *Impact to other customers*



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Colonial Pipeline - Stub Line Changes and Timing Challenges

Communication is critical for last-minute changes to avoid potential downfalls with containment or line shutdown.

Teamwork is critical to success.

Stockholders

Buckeye Terminal Schedulers

Common Carrier Pipeline Schedulers



CPL Examples

- ATJ - 17, 18, 19, 20
- BTJ - 29 into North Augusta
- GBJ - 22 into Selma
- MTJ - 27 into Richmond and Chesapeake



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Colonial Pipeline - Fungible Delivery Bulletin

What it Looks Like

Product	Cycle	Pelham	Atlanta
54	291	31-May	31-May
56	291		31-May
62	291	2-Jun	2-Jun
96	291		
A2	291	30-May	30-May
D2	291	2-Jun	2-Jun
F1	291		
H1	291		
M2	291		2-Jun
V2	291		2-Jun

What it means to Customers Nominating

Product	Cycle	Pelham	Atlanta
54	291	5/31 -- Friday-- Changes needed by close of business Thursday	5/31 -- Friday-- Changes needed by close of business Thursday
62	291	6/1 --Saturday -- Changes needed by close of business Thursday	6/2 --Sunday -- Changes needed by close of business Thursday
A2	291	5/29 -- Wednesday -- Changes needed by close of business Tuesday	5/30 -- Thursday -- Changes needed by close of business Wednesday
D2	291	6/1 --Saturday -- Changes needed by close of business Thursday	6/2 --Sunday -- Changes needed by close of business Thursday

Troubleshooting Carrier Issues – Loading Errors

Loading or Unloading Issues

- *Driver Unable to get Authorization to Load – "No Stock Remaining", "No Products Authorized for this Consignee", Product not on pick list, etc.*
- *Ticket Credited to Wrong Account, or Delayed Entry by Operations*

What would help us to help you?

Provide us with as much detail as possible on the loading or unloading issue

- *Time they attempted*
- *Account/consignee number*
- *Carrier information*
- *Products attempted to load*
- *Any error messages the driver saw on the screen*



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"Hey Diana, I have a driver trying to load out of Buckeye Doraville 2. They are getting a No Stock remaining Message, can you assist?"

KD1

On-Duty Terminal Operators -

- Terminal Operators or **REAL-TIME DETECTIVES**
- Up front answers to these issues by looking at the user interface while a driver cards in.

Supply Hotline or Scheduler On-Call for Assistance -

- *Can assist in addressing DTN TABS or Toptech TDS issues (Set at stockholder level, not with Buckeye).*
- *Buckeye might have Supplier Allocations Active that need to be reset or removed*

Slide 21

KD1 nice update ;-)

Koch, Diana, 2025-05-06T17:53:43.315

Buckeye Customer Service

Buckeye Teams – Let's meet at the Trade Show

CTD Team

- Carrier Authorizations
- Account Setup Requests
- TABS & TDS Questions

BETCustomersetup@buckeye.com

Terminal Inventory

- Ticket or BOL Research
- Inventory Reporting
- Customer Portal Issues

Terminalinventory@buckeye.com

Scheduling Team

Happy to help get you
pointed in the right direction
if we're unable to directly
assist



Available Inventory vs. Unavailable Bottoms

Available Inventory

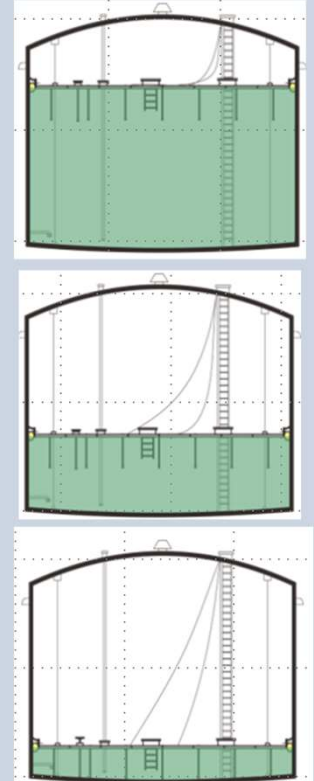
- Shows current inventory available to lift in the terminal and your supplier number.
- This volume is available for bulk movements, In Tank Transfers, and truck rack liftings.
- Separate from Unavailable Bottoms.

Unavailable Bottoms

- Established based on a proportional basis for leased storage and/or throughput volumes.
- Re-evaluated regularly.
- Unavailable Bottoms cannot be used to fill outgoing batches, fulfill In-Tank Transfers, or for truck rack liftings.
- In the Portal this will be your supplier number +1

Example

- Regular Supplier Number: 123 or 1100
- Unavailable Bottoms Account Number: 1231 or 1101



PTO/ITT Requests to Terminal Scheduling

The PTO/ITT email request must be initiated by the seller of the product and must include all parties involved as well as the terminal scheduler.

The email needs to include the following criteria:

- PTO Date
- Location
- Product
- Volume
- Seller sequence (i.e. {from} company A – {to} company B)
- Reference numbers for the transaction (if applicable)

All parties involved in the transaction must confirm their agreement for the transfer to be completed.

A confirmation email will be sent by the Terminal Scheduler to all parties to the transaction upon completion.



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RVP Phasedown

Customers will
pull high RVP
inventory to
bottoms



Customers
Nominate low
RVP to turn
bottoms



With good
communication,
we get to the
finish line!



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Vessel Vetting



THE Q88 FORM

- Provides most up-to-date information for assessing vessel suitability and risk.
- **Must be CURRENT** (cannot exceed 30 days)
- Over 170 points of data
- Will it fit? Restrictions??
- Certificates
- USCG Inspections
- Safety and Environmental
- All Documentation Verified and Accurate
- Maintenance
- Terminal Specific Restrictions (Dock, Tankage, Timing)
 - Dock Access Agreements
 - Number of Mooring Lines
 - Gangway Location on Dock & Size Allowed
 - Crane Availability
 - Manifold location

Version 1

Q88 Standard Barge Questionnaire

1. VESSEL DESCRIPTION

1.1	Date updated:	May 29, 2024
1.2	Barge Name:	Gm 11103
1.3	Registered number (IMO/LR, ENI, VIN or other):	IMO: 9308209 Official: 1170699
1.4	Vessel's previous name(s) / date(s) of change:	Not Applicable
1.5	Date delivered (built):	Jun 30, 2005
1.6	Builder (where built):	Toledo Ship Repair Co.
1.7	Date rebuilt:	Not Applicable
1.8	Builder (where rebuilt):	Not Applicable
1.9	If rebuilt, list what changes were made:	Not Applicable
1.10	Flag:	United States
1.11	Port of Registry:	Houston, TX
1.12	Call sign:	WDG9360
1.13	Vessel's satcom phone number:	Not Applicable
1.14	Vessel's mobile number:	(646) 753-1452
1.15	Vessel's fax number:	713-943-9322
1.16	Vessel's email address:	GM.11103@genip.com
1.17	Vessel's MMSI No. (Maritime Mobile Selective Call Identity Code):	Not Applicable
1.18	Trading area:	Inland and Oceangoing
1.19	Trading area limits as documented on the vessel's certificate:	Oceans
1.20	Type of barge:	Articulated Tug and Barge (ATB)
1.21	If barge is Non-powered or Other, it can be:	Pushed and Towed
1.22	Type of cargoes vessel is certified to carry:	Grade A and lower
1.23	ADNR type (Inland Europe):	Not Applicable
1.24	Type of hull:	Double Hull

Assigned Tug (if known)

1.25	Tug name:	Geness Eagle
1.26	Registered number (IMO/LR, ENI, VIN or other):	IMO Number: 9117260
1.27	Is the tug permanently assigned to this barge?	No
1.28	Date tug assigned:	Aug 19, 2022

Classification

1.29	Classification society:	American Bureau of Shipping
1.30	Class notation:	A1, Oil Tank Barge
1.31	Date of last dry-dock / date of next dry-dock:	Jul 07, 2022 Jun 30, 2027
1.32	Place of last dry-dock:	Amelia, LA
1.33	Date of last special survey / date of next special survey:	Jul 28, 2019 Jun 29, 2024

Dimensions

1.34	Length Overall (LOA):	119.4562 Metres		
1.35	Extreme breadth (Beam):	23.77 Metres		
1.36	Moulded depth:	11.43 Metres		
1.37	Keel to Masthead (KTM):	19.78 Metres		
1.38	Maximum air draft in normal ballast:	26.822 Metres		
1.39	Parallel Body Distance:	Forward to mid-point manifold	Aft to mid-point manifold	Parallel body length
	Normal ballast condition:	41.36 Metres	41.36 Metres	82.72 Metres
	Summer DWT condition:	41.36 Metres	41.36 Metres	82.72 Metres

Tonnages

1.40	Net Registered Tonnage (NRT):	5,130
1.41	Gross Tonnage (GT):	8,343

Loadline Information

1.42	Loadline	Deadweight	Displacement	Freeboard	Draft
	Summer:	16,169 Metric Tonnes	19,885 Metric Tonnes	2.72 Metres	8.71 Metres
	Normal Ballast Condition:	6,312 Metric Tonnes	9,793 Metric Tonnes	6.55 Metres	4.73 Metres
1.43	FWA at summer draft:	191 Millimetres			
1.44	TPC immersion at summer draft:	26.001 Metric Tonnes			

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PSIX



USCG Maritime Information Exchange Port State Information Exchange

Activity Number	Case Number	Responsible Unit's USCG Zone/Port	Incident Date	Activity Type
7829901	Not Associated with a Case	STATEN ISLAND, New York	Friday, December 1, 2023	Vessel Inspection
	Deficiency Information			
	System	SubSystem	Component	
	11 - Life Saving Appliances	N/A - No Subsystem	11110 - Stowage and provision of liferafts	
	Cause	Action	Action Code	
	Not Available	50 - Rectify deficiencies w/in 30 days	c - To the satisfaction of the Coast Guard	
	Description of Deficiency			
	During the vessel's construction and when any modification to the lifesaving arrangement is done after construction, a vessel owner must obtain acceptance of lifesaving arrangements from the Commandant (Marine Safety Center(MSC)). The current lifesaving arrangement aboard the vessel must be reviewed by MSC before being accepted as a permanent arrangement for compliance with NVIC 2-81 Ch-2. You have submitted your request for MSC to review this modification. Notify local OCMI when approval is granted or if any further modifications are recommended by MSC. You are being given 30 days to receive final approval from MSC.			
	Due Date	Resolved	Resolved Date	
	Not Available	False	Not Available	
	Resolution Description			
	Not Available			

- PSIX (Port State Information Exchange)
- USCG database of documents and certificates
- History of Vessel Incidents
 - Groundings
 - Collisions
 - Loss of Life
- Vessel Deficiencies
- Safety
- Mechanical
- Cross check Vessel Inspection against Q88
- Additional approval is needed if the vessel has been in a significant incident or has unresolved deficiencies

The COE

 **Steamship Mutual**

CERTIFICATE OF ENTRY AND ACCEPTANCE

This is to certify that the ship below has been entered for insurance in
Steamship Mutual Underwriting Association Limited
for

Class 1 - Protection and Indemnity

With effect from

Noon G.M.T 20/02/2024 to Noon G.M.T 20/02/2025

until sold, lost, withdrawn or the entry is terminated in accordance with the Rules, to the extent
specified and in accordance with the Act, Bye-Laws and the Rules from time to time in force and
the special terms specified overleaf.

For the account of:

Genesis Marine, LLC (Owner)
and **Joint Members, if any, under Rule 9 (1) as listed overleaf**
whose names have been entered in the Register of Members of the Club as a Member.

Vessel Name: **"GENESIS EAGLE"**
Gross Tonnage: **682** Built: **1996**
Class: **ABS** IMO no: **9117260**
Port of Registry: **HOUSTON**

THIS CERTIFICATE OF ENTRY IS EVIDENCE ONLY OF THE CONTRACT OF INDEMNITY INSURANCE BETWEEN THE ABOVE NAMED MEMBERS AND THE ASSOCIATION AND SHALL NOT BE CONSIDERED AS EVIDENCE OF ANY UNDERWRITING, FINANCIAL OR OTHERWISE, ON THE PART OF THE ASSOCIATION TO ANY OTHER PARTY.
IN THE EVENT THAT A MEMBER TENDERS THIS CERTIFICATE AS EVIDENCE OF INSURANCE UNDER ANY APPLICABLE LAW RELATING TO FINANCIAL RESPONSIBILITY, OR OTHERWISE SHOWS OR OPENS IT TO ANY OTHER PARTY AS EVIDENCE OF INSURANCE, SUCH USE OF THIS CERTIFICATE BY THE MEMBER IS NOT TO BE TAKEN AS ANY INDICATION THAT THE ASSOCIATION THEREBY CONSENTS TO ACT AS GUARANTOR OR TO BE SUED DIRECTLY IN ANY JURISDICTION WHATSOEVER. THE ASSOCIATION DOES NOT SO CONSENT.

NOTES

1. REFERENCE IS REQUESTED TO THE RULES AS TO THE CIRCUMSTANCES OF ENTRY BEING CANCELLED AND AS TO THE CIRCUMSTANCES OF AN ALTERATION IN THE RULES OR BYE-LAWS.

2. THE RULES ARE PRINTED ANNUALLY IN BOOK FORM, INCORPORATING ALL PREVIOUS ALTERATIONS AND A COPY IS SENT TO EACH MEMBER. ALTERATIONS CAN BE MADE BY ORDINARY RESOLUTION FOLLOWING A GENERAL MEETING NOTIFIED TO ALL MEMBERS.

3. THIS CERTIFICATE OF ENTRY SUPERSEDES ANY PREVIOUS CERTIFICATE OF ENTRY IN RESPECT OF THESE RULES AND ENTERED SHIPS. SHIP AS OTHERWISE EXPRESSLY PROVIDED HEREIN ANY SUCH PREVIOUS CERTIFICATE OF ENTRY SHALL REMAIN IN FULL FORCE AND EFFECT UP TO THE DATE OF THIS CERTIFICATE OF ENTRY.

STEAMSHIP INSURANCE MANAGEMENT SERVICES LIMITED
MANAGERS

Date - 02/02/2024

Page: 1 Certificate Number - 146704/ 1



- Certificate of Entry confirming the pollution and liability coverage limits
- \$500 million minimum for ships
- \$100 million minimum for barges and tugs
- Required from an approved P&I Club
 - P&I Club (Protection & Indemnity)
- Vast Majority of Vessels have sufficient coverage
- Must be valid while the vessel is at our terminal
- We can also accept a Certificate of Insurance, but it must be approved by the Buckeye Insurance Dept.



- Foreign Flag Vessels need to be vetted for OFAC sanctions as an additional step
- Sanctions List Search
- Exhibit A and COO (Certificate of Origin) for the cargo is required before a ship can be brought to the dock
- Cargo originating from countries on the U.S. Embargo List will need to be cleared by our legal department



Summary

How to get your Vessel Vetted Quickly

Q88

Updated within the last 30 days
No Missing Required Data/Info
No Expired Certificates

COE

Check to ensure Expiration Date is valid
Full Document
Pollution Liability Coverage Confirmed

Foreign Flag Vessels

Not on Embargo List
Exhibit A
COO for the Cargo



Marine Nominations

- A minimum of 48 hours notice is standard for marine nominations, however, this can vary by terminal, so coordinate with your scheduler for prompt moves.
- Please make sure all relevant parties are included on the nominations
- If there are additional steps that need to happen before we can start a nominated marine move, please communicate the full plan/order of operations
- Please make sure all necessary specs are provided prior to the vessel arrival at our dock. Ask your scheduler or refer to the “Terminal Product Quality Information” section of the Buckeye Shipper Notebook to confirm what specs are needed.



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Any Questions/Comments???

***THANK YOU FOR YOUR
BUSINESS WITH BUCKEYE!!!!***
