

Northern Utilities, Inc.
 New Hampshire Division
 Billed Distribution Service Volumes and Meter Counts

| Total Division Metered Deliveries (Dth) | | | | | | | | | | | |
|---|---------------------------------|-----------|----------------|---------------------------|----------------------------|---------------------------------|-----------|----------------|---------------------------|----------------------------|---------|
| 2023-2024 | 2023-2024 Compared to 2022-2023 | | | | | 2023-2024 Compared to 2021-2022 | | | | | |
| Forecast | 2022-2023 Normal | Change | Percent Change | Change Due to Meter Count | Change Due to Load Pattern | 2021-2022 Normal | Change | Percent Change | Change Due to Meter Count | Change Due to Load Pattern | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | |
| Note 1. | Note 2. | (1-2) | (3/2) | Note 3. | (3-5) | Note 4. | (1-5) | (6/5) | Note 5. | (8-10) | |
| Nov | 653,194 | 626,546 | 26,648 | 4.3% | 13,306 | 13,342 | 635,156 | 18,037 | 2.8% | 23,774 | -5,737 |
| Dec | 980,617 | 912,920 | 67,697 | 7.4% | 18,906 | 48,791 | 913,062 | 67,555 | 7.4% | 30,249 | 37,306 |
| Jan | 1,235,746 | 1,199,299 | 36,446 | 3.0% | 25,772 | 10,675 | 1,199,657 | 36,089 | 3.0% | 39,406 | -3,317 |
| Feb | 1,230,569 | 1,179,694 | 50,875 | 4.3% | 25,374 | 25,501 | 1,187,575 | 42,994 | 3.6% | 39,392 | 3,602 |
| Mar | 1,089,940 | 1,061,045 | 28,896 | 2.7% | 22,747 | 6,149 | 1,073,134 | 16,807 | 1.6% | 35,853 | -19,047 |
| Apr | 805,992 | 775,012 | 30,980 | 4.0% | 17,636 | 13,344 | 760,014 | 45,977 | 6.0% | 25,825 | 20,152 |
| May | 568,006 | 552,584 | 15,422 | 2.8% | 12,985 | 2,437 | 545,040 | 22,966 | 4.2% | 18,368 | 4,598 |
| Jun | 405,488 | 405,800 | -312 | -0.1% | 7,426 | -7,738 | 395,165 | 10,323 | 2.6% | 12,116 | -1,793 |
| Jul | 363,497 | 364,133 | -636 | -0.2% | 6,678 | -7,314 | 344,188 | 19,309 | 5.6% | 10,961 | 8,348 |
| Aug | 363,059 | 363,658 | -599 | -0.2% | 6,682 | -7,281 | 360,910 | 2,149 | 0.6% | 13,281 | -11,132 |
| Sep | 378,071 | 378,705 | -633 | -0.2% | 6,954 | -7,587 | 378,022 | 50 | 0.0% | 13,399 | -13,350 |
| Oct | 445,414 | 445,802 | -388 | -0.1% | 8,131 | -8,519 | 449,022 | -3,608 | -0.8% | 16,531 | -20,139 |
| Winter | 5,996,057 | 5,754,516 | 241,542 | 4.2% | 123,740 | 117,802 | 5,768,598 | 227,459 | 3.9% | 196,073 | 31,386 |
| Summer | 2,523,535 | 2,510,682 | 12,853 | 0.5% | 48,856 | -36,003 | 2,472,347 | 51,188 | 2.1% | 84,586 | -33,398 |
| Annual | 8,519,593 | 8,265,197 | 254,395 | 3.1% | 172,596 | 81,799 | 8,240,945 | 278,647 | 3.4% | 281,025 | -2,378 |

- 22 Note 1 Company Forecast
- 23 Note 2 Pages 2 - 4; Sum of Column 2 of Billed Deliveries table. Actual Data through April is weather normalized.
- 24 Note 3 Column 3 of Meter Counts table times Column 2 of Use Per Meter table.
- 25 Note 4 Pages 2 - 4; Sum of Column 7 of Billed Deliveries Table. Actual Data provided is weather normalized.
- 26 Note 5 Column 6 of Meter Counts table times Column 5 of Use Per Meter table.

| Total Division Meter Counts | | | | | | | |
|-----------------------------|-----------------------|--------|----------------|-----------------------|--------|----------------|------|
| 2023-2024 | Compared to 2022-2023 | | | Compared to 2021-2022 | | | |
| Forecast | Actual | Change | Percent Change | Actual | Change | Percent Change | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | |
| Note 1. | Note 2. | (1-2) | (3/2) | Note 3. | (1-5) | (6/5) | |
| Nov | 37,094 | 36,323 | 771 | 2.1% | 35,756 | 1,338 | 3.7% |
| Dec | 37,190 | 36,435 | 755 | 2.1% | 35,997 | 1,193 | 3.3% |
| Jan | 37,247 | 36,463 | 784 | 2.1% | 36,062 | 1,185 | 3.3% |
| Feb | 37,287 | 36,502 | 785 | 2.2% | 36,090 | 1,197 | 3.3% |
| Mar | 37,297 | 36,514 | 783 | 2.1% | 36,091 | 1,206 | 3.3% |
| Apr | 37,309 | 36,479 | 830 | 2.3% | 36,083 | 1,226 | 3.4% |
| May | 37,126 | 36,274 | 852 | 2.3% | 35,916 | 1,210 | 3.4% |
| Jun | 36,916 | 36,253 | 663 | 1.8% | 35,818 | 1,098 | 3.1% |
| Jul | 36,946 | 36,281 | 665 | 1.8% | 35,806 | 1,140 | 3.2% |
| Aug | 37,002 | 36,335 | 668 | 1.8% | 35,689 | 1,313 | 3.7% |
| Sep | 37,119 | 36,449 | 669 | 1.8% | 35,848 | 1,271 | 3.5% |
| Oct | 37,434 | 36,764 | 671 | 1.8% | 36,105 | 1,329 | 3.7% |
| Winter | 37,237 | 36,453 | 785 | 2.2% | 36,013 | 1,224 | 3.4% |
| Summer | 37,091 | 36,393 | 698 | 1.9% | 35,864 | 1,227 | 3.4% |
| Annual | 37,164 | 36,423 | 741 | 2.0% | 35,938 | 1,226 | 3.4% |

- 49 Note 1 Company Forecast
- 50 Note 2 Actual data through April. Forecast data beginning June. Page 2 - 4; Sum of Column 2 of Meter Counts table.
- 51 Note 3 Actual Data. Page 2 - 4; Sum of Column 5 of Meter Counts table.

| Total Division Use Per Meter | | | | | | | |
|------------------------------|-----------------------|--------|----------------|-----------------------|--------|----------------|-------|
| 2023-2024 | Compared to 2022-2023 | | | Compared to 2021-2022 | | | |
| Forecast | Actual | Change | Percent Change | Actual | Change | Percent Change | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | |
| Note 1. | Note 2. | (1-2) | (3/2) | Note 3. | (1-5) | (6/5) | |
| Nov | 17.61 | 17.25 | 0.36 | 2.1% | 17.76 | -0.15 | -0.9% |
| Dec | 26.37 | 25.06 | 1.31 | 5.2% | 25.36 | 1.00 | 4.0% |
| Jan | 33.18 | 32.89 | 0.29 | 0.9% | 33.27 | -0.09 | -0.3% |
| Feb | 33.00 | 32.32 | 0.68 | 2.1% | 32.91 | 0.10 | 0.3% |
| Mar | 29.22 | 29.06 | 0.16 | 0.6% | 29.73 | -0.51 | -1.7% |
| Apr | 21.60 | 21.25 | 0.36 | 1.7% | 21.06 | 0.54 | 2.6% |
| May | 15.30 | 15.23 | 0.07 | 0.4% | 15.18 | 0.12 | 0.8% |
| Jun | 10.98 | 11.19 | -0.21 | -1.9% | 11.03 | -0.05 | -0.4% |
| Jul | 9.84 | 10.04 | -0.20 | -2.0% | 9.61 | 0.23 | 2.4% |
| Aug | 9.81 | 10.01 | -0.20 | -2.0% | 10.11 | -0.30 | -3.0% |
| Sep | 10.19 | 10.39 | -0.20 | -2.0% | 10.55 | -0.36 | -3.4% |
| Oct | 11.90 | 12.13 | -0.23 | -1.9% | 12.44 | -0.54 | -4.3% |
| Winter | 161.02 | 157.86 | 3.16 | 2.0% | 160.18 | 0.89 | 0.6% |
| Summer | 68.04 | 68.99 | -0.95 | -1.4% | 68.94 | -0.90 | -1.3% |
| Annual | 229.24 | 226.92 | 2.32 | 1.0% | 229.31 | -0.01 | 0.0% |

- 74 Note 1 Column 1 of Billed Deliveries table divided by Column 1 of Meter Counts table.
- 75 Note 2 Column 2 of Billed Deliveries table divided by Column 2 of Meter Counts table.
- 76 Note 3 Column 7 of Billed Deliveries table divided by Column 5 of Meter Counts table.

Northern Utilities, Inc.
 New Hampshire Division
 Billed Distribution Service Volumes and Meter Counts

| Residential Non-Heat Metered Deliveries (Dth) | | | | | | | | | | | |
|---|---------------------------------|--------|----------------|---------------------------|----------------------------|---------------------------------|--------|----------------|---------------------------|----------------------------|-------|
| 2023-2024 | 2023-2024 Compared to 2022-2023 | | | | | 2023-2024 Compared to 2021-2022 | | | | | |
| Forecast | 2022-2023 Normal | Change | Percent Change | Change Due to Meter Count | Change Due to Load Pattern | 2021-2022 Normal | Change | Percent Change | Change Due to Meter Count | Change Due to Load Pattern | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | |
| Note 1. | Note 2. | (1-2) | (3/2) | Note 3. | (3-5) | Note 4. | (1-5) | (6/5) | Note 5. | (8-10) | |
| Nov | 1,623 | 2,054 | -430 | -21.0% | -74 | -357 | 1,716 | -93 | -5.4% | -67 | -26 |
| Dec | 2,495 | 2,503 | -8 | -0.3% | -84 | 76 | 2,406 | 89 | 3.7% | -92 | 181 |
| Jan | 3,065 | 4,316 | -1,251 | -29.0% | -123 | -1,127 | 2,974 | 92 | 3.1% | -117 | 209 |
| Feb | 3,098 | 3,998 | -901 | -22.5% | -18 | -882 | 2,232 | 866 | 38.8% | -92 | 958 |
| Mar | 2,531 | 2,465 | 66 | 2.7% | -6 | 72 | 2,655 | -124 | -4.7% | -120 | -4 |
| Apr | 2,016 | 2,301 | -285 | -12.4% | -8 | -276 | 2,025 | -9 | -0.4% | -97 | 88 |
| May | 1,606 | 1,647 | -41 | -2.5% | 5 | -47 | 1,187 | 419 | 35.3% | -55 | 474 |
| Jun | 1,301 | 1,325 | -24 | -1.8% | -24 | 0 | 1,202 | 100 | 8.3% | -56 | 155 |
| Jul | 1,156 | 1,177 | -21 | -1.8% | -21 | 0 | 1,178 | -21 | -1.8% | -55 | 34 |
| Aug | 1,155 | 1,176 | -21 | -1.8% | -21 | 0 | 1,077 | 78 | 7.2% | -56 | 134 |
| Sep | 1,140 | 1,161 | -21 | -1.8% | -21 | 0 | 1,177 | -37 | -3.1% | -64 | 28 |
| Oct | 1,217 | 1,240 | -23 | -1.9% | -23 | 0 | 1,019 | 198 | 19.5% | -53 | 251 |
| Winter | 14,828 | 17,636 | -2,808 | -15.9% | -314 | -2,495 | 14,007 | 821 | 5.9% | -586 | 1,406 |
| Summer | 7,575 | 7,726 | -151 | -2.0% | -104 | -47 | 6,839 | 736 | 10.8% | -340 | 1,076 |
| Annual | 22,403 | 25,363 | -2,959 | -11.7% | -418 | -2,541 | 20,846 | 1,557 | 7.5% | -956 | 2,513 |

- 21 Note 1 Company Forecast
- 22 Note 2 Actual, weather normalized data through April. Forecast data beginning June.
- 23 Note 3 Column 3 of Meter Counts table times Column 2 of Use Per Meter table.
- 24 Note 4 Actual, weather normalized data through May. Forecast data beginning June.
- 25 Note 5 Column 6 of Meter Counts table times Column 5 of Use Per Meter table.

| Total Division Meter Counts | | | | | | | |
|-----------------------------|-----------------------|--------|----------------|-----------------------|--------|----------------|-------|
| 2023-2024 | Compared to 2022-2023 | | | Compared to 2021-2022 | | | |
| Forecast | Actual | Change | Percent Change | Actual | Change | Percent Change | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | |
| Note 1. | Note 2. | (1-2) | (3/2) | Note 3. | (1-5) | (6/5) | |
| Nov | 1,210 | 1,255 | -45 | -3.6% | 1,259 | -49 | -3.9% |
| Dec | 1,206 | 1,248 | -42 | -3.4% | 1,254 | -48 | -3.8% |
| Jan | 1,206 | 1,241 | -35 | -2.9% | 1,255 | -49 | -3.9% |
| Feb | 1,201 | 1,207 | -6 | -0.5% | 1,253 | -52 | -4.1% |
| Mar | 1,200 | 1,203 | -3 | -0.2% | 1,257 | -57 | -4.5% |
| Apr | 1,226 | 1,230 | -4 | -0.4% | 1,287 | -61 | -4.8% |
| May | 1,253 | 1,249 | 4 | 0.3% | 1,314 | -61 | -4.6% |
| Jun | 1,261 | 1,284 | -23 | -1.8% | 1,322 | -61 | -4.6% |
| Jul | 1,259 | 1,282 | -23 | -1.8% | 1,321 | -62 | -4.7% |
| Aug | 1,257 | 1,280 | -23 | -1.8% | 1,326 | -69 | -5.2% |
| Sep | 1,241 | 1,264 | -23 | -1.8% | 1,313 | -72 | -5.5% |
| Oct | 1,212 | 1,235 | -23 | -1.9% | 1,278 | -66 | -5.2% |
| Winter | 1,208 | 1,231 | -23 | -1.8% | 1,261 | -53 | -4.2% |
| Summer | 1,247 | 1,265 | -18 | -1.5% | 1,312 | -65 | -5.0% |
| Annual | 1,228 | 1,248 | -20 | -1.6% | 1,287 | -59 | -4.6% |

- 48 Note 1 Company Forecast
- 49 Note 2 Actual data through April. Forecast data beginning June.
- 50 Note 3 Actual Data.

| Total Division Use Per Meter | | | | | | | |
|------------------------------|-----------------------|--------|----------------|-----------------------|--------|----------------|-------|
| 2023-2024 | Compared to 2022-2023 | | | Compared to 2021-2022 | | | |
| Forecast | Actual | Change | Percent Change | Actual | Change | Percent Change | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | |
| Note 1. | Note 2. | (1-2) | (3/2) | Note 3. | (1-5) | (6/5) | |
| Nov | 1.34 | 1.64 | -0.29 | -18.0% | 1.36 | -0.02 | -1.6% |
| Dec | 2.07 | 2.01 | 0.06 | 3.2% | 1.92 | 0.15 | 7.8% |
| Jan | 2.54 | 3.48 | -0.94 | -26.9% | 2.37 | 0.17 | 7.3% |
| Feb | 2.58 | 3.31 | -0.73 | -22.2% | 1.78 | 0.80 | 44.7% |
| Mar | 2.11 | 2.05 | 0.06 | 2.9% | 2.11 | 0.00 | -0.2% |
| Apr | 1.64 | 1.87 | -0.23 | -12.1% | 1.57 | 0.07 | 4.6% |
| May | 1.28 | 1.32 | -0.04 | -2.8% | 0.90 | 0.38 | 41.9% |
| Jun | 1.03 | 1.03 | 0.00 | 0.0% | 0.91 | 0.12 | 13.5% |
| Jul | 0.92 | 0.92 | 0.00 | 0.0% | 0.89 | 0.03 | 3.0% |
| Aug | 0.92 | 0.92 | 0.00 | 0.0% | 0.81 | 0.11 | 13.1% |
| Sep | 0.92 | 0.92 | 0.00 | 0.0% | 0.90 | 0.02 | 2.5% |
| Oct | 1.00 | 1.00 | 0.00 | 0.0% | 0.80 | 0.21 | 26.0% |
| Winter | 12.27 | 14.33 | -2.06 | -14.4% | 11.11 | 1.17 | 10.5% |
| Summer | 6.07 | 6.11 | -0.03 | -0.5% | 5.21 | 0.86 | 16.6% |
| Annual | 18.25 | 20.32 | -2.07 | -10.2% | 16.20 | 2.03 | 12.5% |

- 73 Note 1 Column 1 of Billed Deliveries table divided by Column 1 of Meter Counts table.
- 74 Note 2 Column 2 of Billed Deliveries table divided by Column 2 of Meter Counts table.
- 75 Note 3 Column 7 of Billed Deliveries table divided by Column 5 of Meter Counts table.

Northern Utilities, Inc.
 New Hampshire Division
 Billed Distribution Service Volumes and Meter Counts

| Residential Heat Metered Deliveries (Dth) | | | | | | | | | | | |
|---|---------------------------------|-----------|----------------|---------------------------|----------------------------|---------------------------------|-----------|----------------|---------------------------|----------------------------|---------|
| 2023-2024 | 2023-2024 Compared to 2022-2023 | | | | | 2023-2024 Compared to 2021-2022 | | | | | |
| Forecast | 2022-2023 Normal | Change | Percent Change | Change Due to Meter Count | Change Due to Load Pattern | 2021-2022 Normal | Change | Percent Change | Change Due to Meter Count | Change Due to Load Pattern | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | |
| Note 1. | Note 2. | (1-2) | (3/2) | Note 3. | (3-5) | Note 4. | (1-5) | (6/5) | Note 5. | (8-10) | |
| Nov | 127,975 | 97,589 | 30,386 | 31.1% | 2,663 | 27,723 | 115,296 | 12,680 | 11.0% | 5,513 | 7,167 |
| Dec | 260,209 | 216,141 | 44,068 | 20.4% | 5,665 | 38,403 | 239,812 | 20,398 | 8.5% | 10,096 | 10,302 |
| Jan | 354,252 | 306,903 | 47,348 | 15.4% | 8,245 | 39,103 | 331,509 | 22,743 | 6.9% | 13,947 | 8,796 |
| Feb | 359,500 | 307,909 | 51,591 | 16.8% | 7,979 | 43,612 | 350,633 | 8,867 | 2.5% | 14,876 | -6,010 |
| Mar | 304,878 | 276,955 | 27,923 | 10.1% | 7,186 | 20,737 | 289,309 | 15,569 | 5.4% | 12,054 | 3,515 |
| Apr | 198,419 | 175,471 | 22,948 | 13.1% | 4,839 | 18,109 | 173,551 | 24,868 | 14.3% | 7,441 | 17,427 |
| May | 105,572 | 97,032 | 8,540 | 8.8% | 2,761 | 5,779 | 106,132 | -560 | -0.5% | 4,563 | -5,124 |
| Jun | 45,122 | 47,028 | -1,906 | -4.1% | 1,076 | -2,982 | 47,445 | -2,323 | -4.9% | 1,832 | -4,156 |
| Jul | 21,780 | 24,216 | -2,435 | -10.1% | 555 | -2,990 | 34,862 | -13,082 | -37.5% | 1,408 | -14,490 |
| Aug | 21,572 | 24,017 | -2,445 | -10.2% | 551 | -2,996 | 30,737 | -9,165 | -29.8% | 1,419 | -10,583 |
| Sep | 21,417 | 23,879 | -2,463 | -10.3% | 547 | -3,010 | 34,090 | -12,674 | -37.2% | 1,560 | -14,234 |
| Oct | 47,658 | 49,562 | -1,904 | -3.8% | 1,129 | -3,033 | 58,986 | -11,328 | -19.2% | 2,784 | -14,112 |
| Winter | 1,605,233 | 1,380,968 | 224,264 | 16.2% | 36,577 | 187,687 | 1,500,109 | 105,123 | 7.0% | 64,733 | 40,391 |
| Summer | 263,120 | 265,734 | -2,613 | -1.0% | 6,618 | -9,231 | 312,252 | -49,132 | -15.7% | 13,591 | -62,723 |
| Annual | 1,868,353 | 1,646,702 | 221,651 | 13.5% | 43,195 | 178,456 | 1,812,361 | 55,992 | 3.1% | 78,546 | -22,554 |

- 22 Note 1 Company Forecast
- 23 Note 2 Actual, weather normalized data through April. Forecast data beginning June.
- 24 Note 3 Column 3 of Meter Counts table times Column 2 of Use Per Meter table.
- 25 Note 4 Actual, weather normalized data through May. Forecast data beginning June.
- 26 Note 5 Column 6 of Meter Counts table times Column 5 of Use Per Meter table.

| Total Division Meter Counts | | | | | | | |
|-----------------------------|-----------------------|--------|----------------|-----------------------|--------|----------------|------|
| 2023-2024 | Compared to 2022-2023 | | | Compared to 2021-2022 | | | |
| Forecast | Actual | Change | Percent Change | Actual | Change | Percent Change | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | |
| Note 1. | Note 2. | (1-2) | (3/2) | Note 3. | (1-5) | (6/5) | |
| Nov | 28,685 | 27,923 | 762 | 2.7% | 27,376 | 1,309 | 4.8% |
| Dec | 28,736 | 28,002 | 734 | 2.6% | 27,575 | 1,161 | 4.2% |
| Jan | 28,781 | 28,028 | 753 | 2.7% | 27,619 | 1,162 | 4.2% |
| Feb | 28,816 | 28,088 | 728 | 2.6% | 27,643 | 1,173 | 4.2% |
| Mar | 28,831 | 28,102 | 729 | 2.6% | 27,678 | 1,153 | 4.2% |
| Apr | 28,862 | 28,087 | 775 | 2.8% | 27,675 | 1,187 | 4.3% |
| May | 28,765 | 27,969 | 796 | 2.8% | 27,579 | 1,186 | 4.3% |
| Jun | 28,620 | 27,980 | 640 | 2.3% | 27,556 | 1,064 | 3.9% |
| Jul | 28,674 | 28,032 | 642 | 2.3% | 27,561 | 1,113 | 4.0% |
| Aug | 28,728 | 28,084 | 644 | 2.3% | 27,461 | 1,267 | 4.6% |
| Sep | 28,857 | 28,211 | 646 | 2.3% | 27,594 | 1,263 | 4.6% |
| Oct | 29,066 | 28,419 | 647 | 2.3% | 27,756 | 1,310 | 4.7% |
| Winter | 28,785 | 28,038 | 747 | 2.7% | 27,594 | 1,191 | 4.3% |
| Summer | 28,785 | 28,116 | 669 | 2.4% | 27,585 | 1,201 | 4.4% |
| Annual | 28,785 | 28,077 | 708 | 2.5% | 27,589 | 1,196 | 4.3% |

- 49 Note 1 Company Forecast
- 50 Note 2 Actual data through April. Forecast data beginning June.
- 51 Note 3 Actual Data.

| Total Division Use Per Meter | | | | | | | |
|------------------------------|-----------------------|--------|----------------|-----------------------|--------|----------------|--------|
| 2023-2024 | Compared to 2022-2023 | | | Compared to 2021-2022 | | | |
| Forecast | Actual | Change | Percent Change | Actual | Change | Percent Change | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | |
| Note 1. | Note 2. | (1-2) | (3/2) | Note 3. | (1-5) | (6/5) | |
| Nov | 4.46 | 3.49 | 0.97 | 27.7% | 4.21 | 0.25 | 5.9% |
| Dec | 9.06 | 7.72 | 1.34 | 17.3% | 8.70 | 0.36 | 4.1% |
| Jan | 12.31 | 10.95 | 1.36 | 12.4% | 12.00 | 0.31 | 2.5% |
| Feb | 12.48 | 10.96 | 1.51 | 13.8% | 12.68 | -0.21 | -1.6% |
| Mar | 10.57 | 9.86 | 0.72 | 7.3% | 10.45 | 0.12 | 1.2% |
| Apr | 6.87 | 6.25 | 0.63 | 10.0% | 6.27 | 0.60 | 9.6% |
| May | 3.67 | 3.47 | 0.20 | 5.8% | 3.85 | -0.18 | -4.6% |
| Jun | 1.58 | 1.68 | -0.10 | -6.2% | 1.72 | -0.15 | -8.4% |
| Jul | 0.76 | 0.86 | -0.10 | -12.1% | 1.26 | -0.51 | -39.9% |
| Aug | 0.75 | 0.86 | -0.10 | -12.2% | 1.12 | -0.37 | -32.9% |
| Sep | 0.74 | 0.85 | -0.10 | -12.3% | 1.24 | -0.49 | -39.9% |
| Oct | 1.64 | 1.74 | -0.10 | -6.0% | 2.13 | -0.49 | -22.8% |
| Winter | 55.77 | 49.25 | 6.51 | 13.2% | 54.36 | 1.43 | 2.6% |
| Summer | 9.14 | 9.45 | -0.31 | -3.3% | 11.32 | -2.18 | -19.2% |
| Annual | 64.91 | 58.65 | 6.26 | 10.7% | 65.69 | -0.74 | -1.1% |

- 74 Note 1 Column 1 of Billed Deliveries table divided by Column 1 of Meter Counts table.
- 75 Note 2 Column 2 of Billed Deliveries table divided by Column 2 of Meter Counts table.
- 76 Note 3 Column 7 of Billed Deliveries table divided by Column 5 of Meter Counts table.

Northern Utilities, Inc.
 New Hampshire Division
 Billed Distribution Service Volumes and Meter Counts

| Total Division C&I Metered Deliveries (Dth) | | | | | | | | | | | |
|---|------------------|---------------------------------|----------------|---------------------------|----------------------------|---------------------------------|-----------|----------------|---------------------------|----------------------------|---------|
| 2023-2024 | | 2023-2024 Compared to 2022-2023 | | | | 2023-2024 Compared to 2021-2022 | | | | | |
| Forecast | 2022-2023 Normal | Change | Percent Change | Change Due to Meter Count | Change Due to Load Pattern | 2021-2022 Normal | Change | Percent Change | Change Due to Meter Count | Change Due to Load Pattern | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | |
| Note 1. | Note 2. | (1-2) | (3/2) | Note 3. | (3-5) | Note 4. | (1-5) | (6/5) | Note 5. | (8-10) | |
| Nov | 523,595 | 526,903 | -3,308 | -0.6% | 4,015 | -7,324 | 518,145 | 5,450 | 1.1% | 5,708 | -258 |
| Dec | 717,913 | 694,276 | 23,637 | 3.4% | 6,044 | 17,593 | 670,845 | 47,068 | 7.0% | 7,445 | 39,623 |
| Jan | 878,429 | 888,080 | -9,651 | -1.1% | 8,153 | -17,804 | 865,174 | 13,254 | 1.5% | 8,672 | 4,582 |
| Feb | 867,971 | 867,786 | 185 | 0.0% | 7,565 | -7,380 | 834,709 | 33,262 | 4.0% | 8,798 | 24,464 |
| Mar | 782,532 | 781,625 | 907 | 0.1% | 6,118 | -5,211 | 781,170 | 1,362 | 0.2% | 11,945 | -10,583 |
| Apr | 605,557 | 597,240 | 8,317 | 1.4% | 5,003 | 3,314 | 584,438 | 21,119 | 3.6% | 8,289 | 12,830 |
| May | 460,828 | 453,905 | 6,923 | 1.5% | 3,382 | 3,541 | 437,721 | 23,108 | 5.3% | 5,334 | 17,774 |
| Jun | 359,065 | 357,447 | 1,618 | 0.5% | 2,358 | -741 | 346,519 | 12,546 | 3.6% | 4,747 | 7,799 |
| Jul | 340,560 | 338,740 | 1,821 | 0.5% | 2,243 | -423 | 308,149 | 32,412 | 10.5% | 3,958 | 28,454 |
| Aug | 340,333 | 338,466 | 1,867 | 0.6% | 2,242 | -375 | 329,096 | 11,236 | 3.4% | 5,473 | 5,763 |
| Sep | 355,515 | 353,664 | 1,851 | 0.5% | 2,342 | -492 | 342,754 | 12,760 | 3.7% | 3,933 | 8,827 |
| Oct | 396,539 | 395,000 | 1,539 | 0.4% | 2,566 | -1,028 | 389,018 | 7,521 | 1.9% | 4,708 | 2,814 |
| Winter | 4,375,997 | 4,355,911 | 20,086 | 0.5% | 36,899 | -16,813 | 4,254,482 | 121,515 | 2.9% | 51,145 | 70,370 |
| Summer | 2,252,839 | 2,237,222 | 15,618 | 0.7% | 15,134 | 483 | 2,153,256 | 99,583 | 4.6% | 28,310 | 71,274 |
| Annual | 6,628,836 | 6,593,133 | 35,704 | 0.5% | 52,033 | -16,329 | 6,407,738 | 221,099 | 3.5% | 80,589 | 140,510 |

- 22 Note 1 Company Forecast
- 23 Note 2 Actual, weather normalized data through April. Forecast data beginning June.
- 24 Note 3 Column 3 of Meter Counts table times Column 2 of Use Per Meter table.
- 25 Note 4 Actual, weather normalized data through May. Forecast data beginning June.
- 26 Note 5 Column 6 of Meter Counts table times Column 5 of Use Per Meter table.

| Total Division Meter Counts | | | | | | | |
|-----------------------------|---------|-----------------------|----------------|---------|-----------------------|----------------|------|
| 2023-2024 | | Compared to 2022-2023 | | | Compared to 2021-2022 | | |
| Forecast | Actual | Change | Percent Change | Actual | Change | Percent Change | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | |
| Note 1. | Note 2. | (1-2) | (3/2) | Note 3. | (1-5) | (6/5) | |
| Nov | 7,199 | 7,145 | 54 | 0.8% | 7,121 | 78 | 1.1% |
| Dec | 7,248 | 7,185 | 63 | 0.9% | 7,168 | 80 | 1.1% |
| Jan | 7,260 | 7,194 | 66 | 0.9% | 7,188 | 72 | 1.0% |
| Feb | 7,270 | 7,207 | 63 | 0.9% | 7,194 | 76 | 1.1% |
| Mar | 7,265 | 7,209 | 56 | 0.8% | 7,156 | 109 | 1.5% |
| Apr | 7,222 | 7,162 | 60 | 0.8% | 7,121 | 101 | 1.4% |
| May | 7,109 | 7,056 | 53 | 0.7% | 7,023 | 86 | 1.2% |
| Jun | 7,035 | 6,989 | 46 | 0.7% | 6,940 | 95 | 1.4% |
| Jul | 7,013 | 6,967 | 46 | 0.7% | 6,924 | 89 | 1.3% |
| Aug | 7,017 | 6,971 | 46 | 0.7% | 6,902 | 115 | 1.7% |
| Sep | 7,021 | 6,974 | 46 | 0.7% | 6,941 | 80 | 1.1% |
| Oct | 7,157 | 7,110 | 46 | 0.6% | 7,071 | 86 | 1.2% |
| Winter | 7,244 | 7,184 | 60 | 0.8% | 7,158 | 86 | 1.2% |
| Summer | 7,058 | 7,011 | 47 | 0.7% | 6,967 | 92 | 1.3% |
| Annual | 7,151 | 7,097 | 54 | 0.8% | 7,062 | 89 | 1.3% |

- 49 Note 1 Company Forecast
- 50 Note 2 Actual data through April. Forecast data beginning June.
- 51 Note 3 Actual Data.

| Total Division Use Per Meter | | | | | | | |
|------------------------------|---------|-----------------------|----------------|---------|-----------------------|----------------|-------|
| 2023-2024 | | Compared to 2022-2023 | | | Compared to 2021-2022 | | |
| Forecast | Actual | Change | Percent Change | Actual | Change | Percent Change | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | |
| Note 1. | Note 2. | (1-2) | (3/2) | Note 3. | (1-5) | (6/5) | |
| Nov | 72.73 | 73.74 | -1.02 | -1.4% | 72.76 | -0.04 | 0.0% |
| Dec | 99.06 | 96.63 | 2.43 | 2.5% | 93.59 | 5.47 | 5.8% |
| Jan | 120.99 | 123.45 | -2.45 | -2.0% | 120.36 | 0.63 | 0.5% |
| Feb | 119.39 | 120.41 | -1.02 | -0.8% | 116.03 | 3.37 | 2.9% |
| Mar | 107.71 | 108.42 | -0.72 | -0.7% | 109.16 | -1.46 | -1.3% |
| Apr | 83.85 | 83.39 | 0.46 | 0.6% | 82.07 | 1.78 | 2.2% |
| May | 64.83 | 64.33 | 0.50 | 0.8% | 62.33 | 2.50 | 4.0% |
| Jun | 51.04 | 51.14 | -0.11 | -0.2% | 49.93 | 1.11 | 2.2% |
| Jul | 48.56 | 48.62 | -0.06 | -0.1% | 44.50 | 4.06 | 9.1% |
| Aug | 48.50 | 48.56 | -0.05 | -0.1% | 47.68 | 0.82 | 1.7% |
| Sep | 50.64 | 50.71 | -0.07 | -0.1% | 49.38 | 1.26 | 2.5% |
| Oct | 55.41 | 55.55 | -0.14 | -0.3% | 55.02 | 0.39 | 0.7% |
| Winter | 604.08 | 606.36 | -2.28 | -0.4% | 594.37 | 9.75 | 1.6% |
| Summer | 319.17 | 319.09 | 0.08 | 0.0% | 309.07 | 10.14 | 3.3% |
| Annual | 926.95 | 928.95 | -2.00 | -0.2% | 907.30 | 19.89 | 2.2% |

- 74 Note 1 Column 1 of Billed Deliveries table divided by Column 1 of Meter Counts table.
- 75 Note 2 Column 2 of Billed Deliveries table divided by Column 2 of Meter Counts table.
- 76 Note 3 Column 7 of Billed Deliveries table divided by Column 5 of Meter Counts table.

Northern Utilities, Inc.
New Hampshire Division
Sales Service Deliveries Forecast by Rate Class

Forecast Calendar Month Sales Service Deliveries (Dth)

| Month | Res Non-Heat | Res Heat | G40 | G50 | G41 | G51 | G42 | G52 | Special Contracts | Total Division |
|--------|--------------|-----------|---------|---------|---------|---------|---------|--------|-------------------|----------------|
| Nov-23 | 1,946 | 210,650 | 102,023 | 10,357 | 65,968 | 16,830 | 19,814 | 5,359 | 0 | 432,947 |
| Dec-23 | 2,846 | 308,135 | 149,238 | 15,150 | 96,497 | 24,619 | 28,984 | 7,839 | 0 | 633,307 |
| Jan-24 | 3,314 | 358,764 | 173,759 | 17,639 | 112,353 | 28,664 | 33,746 | 9,127 | 0 | 737,366 |
| Feb-24 | 2,879 | 311,659 | 150,945 | 15,323 | 97,601 | 24,900 | 29,315 | 7,929 | 0 | 640,550 |
| Mar-24 | 2,445 | 264,712 | 128,207 | 13,015 | 82,899 | 21,149 | 24,899 | 6,734 | 0 | 544,062 |
| Apr-24 | 1,398 | 151,313 | 73,285 | 7,440 | 47,386 | 12,089 | 14,233 | 3,849 | 0 | 310,993 |
| May-24 | 1,633 | 56,733 | 24,869 | 13,073 | 20,394 | 18,680 | 8,346 | 8,374 | 0 | 152,103 |
| Jun-24 | 1,057 | 36,714 | 16,094 | 8,460 | 13,198 | 12,088 | 5,401 | 5,419 | 0 | 98,430 |
| Jul-24 | 903 | 31,370 | 13,751 | 7,228 | 11,277 | 10,329 | 4,615 | 4,630 | 0 | 84,103 |
| Aug-24 | 913 | 31,716 | 13,903 | 7,308 | 11,401 | 10,443 | 4,666 | 4,681 | 0 | 85,031 |
| Sep-24 | 1,019 | 35,383 | 15,510 | 8,153 | 12,719 | 11,650 | 5,205 | 5,223 | 0 | 94,863 |
| Oct-24 | 2,050 | 71,205 | 31,213 | 16,407 | 25,597 | 23,445 | 10,475 | 10,510 | 0 | 190,903 |
| Winter | 14,828 | 1,605,233 | 777,457 | 78,925 | 502,704 | 128,252 | 150,991 | 40,837 | 0 | 3,299,225 |
| Summer | 7,575 | 263,120 | 115,340 | 60,629 | 94,586 | 86,635 | 38,709 | 38,838 | 0 | 705,432 |
| Total | 22,403 | 1,868,353 | 892,796 | 139,554 | 597,290 | 214,887 | 189,700 | 79,674 | 0 | 4,004,657 |

Forecast Calendar Month Distribution Service Deliveries (Dth)

| Month | Res Non-Heat | Res Heat | G40 | G50 | G41 | G51 | G42 | G52 | Special Contracts | Total Division |
|--------|--------------|-----------|-----------|---------|-----------|---------|---------|-----------|-------------------|----------------|
| Nov-23 | 1,946 | 210,650 | 122,554 | 13,238 | 157,195 | 41,619 | 54,120 | 150,291 | 98,143 | 849,755 |
| Dec-23 | 2,846 | 308,135 | 173,293 | 18,526 | 203,385 | 53,663 | 70,571 | 157,798 | 98,162 | 1,086,379 |
| Jan-24 | 3,314 | 358,764 | 201,096 | 21,476 | 233,825 | 61,672 | 81,523 | 174,184 | 98,174 | 1,234,028 |
| Feb-24 | 2,879 | 311,659 | 175,986 | 18,838 | 208,871 | 55,136 | 69,856 | 162,361 | 98,172 | 1,103,757 |
| Mar-24 | 2,445 | 264,712 | 153,076 | 16,505 | 193,404 | 51,177 | 63,637 | 158,475 | 98,160 | 1,001,592 |
| Apr-24 | 1,398 | 151,313 | 92,881 | 10,190 | 134,462 | 35,751 | 44,283 | 152,123 | 98,147 | 720,546 |
| May-24 | 1,633 | 56,733 | 30,141 | 15,864 | 46,648 | 39,220 | 27,288 | 151,916 | 98,147 | 467,590 |
| Jun-24 | 1,057 | 36,714 | 20,780 | 10,942 | 36,538 | 30,350 | 18,414 | 134,946 | 98,168 | 387,909 |
| Jul-24 | 903 | 31,370 | 18,271 | 9,622 | 33,788 | 27,941 | 16,108 | 142,452 | 98,200 | 378,656 |
| Aug-24 | 913 | 31,716 | 18,599 | 9,795 | 34,788 | 28,741 | 16,573 | 142,223 | 98,231 | 381,579 |
| Sep-24 | 1,019 | 35,383 | 20,351 | 10,717 | 36,827 | 30,512 | 18,252 | 143,487 | 98,247 | 394,795 |
| Oct-24 | 2,050 | 71,205 | 37,046 | 19,496 | 54,642 | 46,170 | 32,276 | 151,867 | 98,254 | 513,006 |
| Winter | 14,828 | 1,605,233 | 918,886 | 98,772 | 1,131,141 | 299,018 | 383,991 | 955,231 | 588,957 | 5,996,057 |
| Summer | 7,575 | 263,120 | 145,189 | 76,435 | 243,232 | 202,935 | 128,910 | 866,891 | 589,248 | 2,523,535 |
| Total | 22,403 | 1,868,353 | 1,064,075 | 175,208 | 1,374,373 | 501,953 | 512,900 | 1,822,122 | 1,178,205 | 8,519,593 |

Forecast Sales Service Percentage

| Month | Res Non-Heat | Res Heat | G40 | G50 | G41 | G51 | G42 | G52 | Special Contracts | Total Division |
|--------|--------------|----------|-------|-------|-------|-------|-------|------|-------------------|----------------|
| Nov-23 | 100.0% | 100.0% | 83.2% | 78.2% | 42.0% | 40.4% | 36.6% | 3.6% | 0.0% | 50.9% |
| Dec-23 | 100.0% | 100.0% | 86.1% | 81.8% | 47.4% | 45.9% | 41.1% | 5.0% | 0.0% | 58.3% |
| Jan-24 | 100.0% | 100.0% | 86.4% | 82.1% | 48.0% | 46.5% | 41.4% | 5.2% | 0.0% | 59.8% |
| Feb-24 | 100.0% | 100.0% | 85.8% | 81.3% | 46.7% | 45.2% | 42.0% | 4.9% | 0.0% | 58.0% |
| Mar-24 | 100.0% | 100.0% | 83.8% | 78.9% | 42.9% | 41.3% | 39.1% | 4.2% | 0.0% | 54.3% |
| Apr-24 | 100.0% | 100.0% | 78.9% | 73.0% | 35.2% | 33.8% | 32.1% | 2.5% | 0.0% | 43.2% |
| May-24 | 100.0% | 100.0% | 82.5% | 82.4% | 43.7% | 47.6% | 30.6% | 5.5% | 0.0% | 32.5% |
| Jun-24 | 100.0% | 100.0% | 77.4% | 77.3% | 36.1% | 39.8% | 29.3% | 4.0% | 0.0% | 25.4% |
| Jul-24 | 100.0% | 100.0% | 75.3% | 75.1% | 33.4% | 37.0% | 28.6% | 3.3% | 0.0% | 22.2% |
| Aug-24 | 100.0% | 100.0% | 74.7% | 74.6% | 32.8% | 36.3% | 28.2% | 3.3% | 0.0% | 22.3% |
| Sep-24 | 100.0% | 100.0% | 76.2% | 76.1% | 34.5% | 38.2% | 28.5% | 3.6% | 0.0% | 24.0% |
| Oct-24 | 100.0% | 100.0% | 84.3% | 84.2% | 46.8% | 50.8% | 32.5% | 6.9% | 0.0% | 37.2% |
| Winter | 100.0% | 100.0% | 84.6% | 79.9% | 44.4% | 42.9% | 39.3% | 4.3% | 0.0% | 55.0% |
| Summer | 100.0% | 100.0% | 79.4% | 79.3% | 38.9% | 42.7% | 30.0% | 4.5% | 0.0% | 28.0% |
| Total | 100.0% | 100.0% | 83.9% | 79.7% | 43.5% | 42.8% | 37.0% | 4.4% | 0.0% | 47.0% |

Northern Utilities, Inc.
New Hampshire Division
Sales Service Deliveries Forecast by Rate Class

Forecast Bill Month Sales Service Deliveries (Dth)

| Month | Res Non-Heat | Res Heat | G40 | G50 | G41 | G51 | G42 | G52 | Special Contracts | Total Division |
|--------|--------------|-----------|---------|---------|---------|---------|---------|--------|-------------------|----------------|
| Nov-23 | 1,623 | 127,975 | 54,408 | 9,972 | 43,492 | 16,906 | 18,521 | 6,337 | 0 | 279,234 |
| Dec-23 | 2,495 | 260,209 | 123,029 | 12,560 | 80,538 | 21,314 | 27,589 | 6,613 | 0 | 534,348 |
| Jan-24 | 3,065 | 354,252 | 173,787 | 14,847 | 111,374 | 24,399 | 31,750 | 7,340 | 0 | 720,815 |
| Feb-24 | 3,098 | 359,500 | 178,725 | 15,205 | 112,928 | 24,343 | 31,942 | 6,925 | 0 | 732,665 |
| Mar-24 | 2,531 | 304,878 | 153,488 | 14,521 | 94,527 | 22,882 | 26,999 | 6,861 | 0 | 626,687 |
| Apr-24 | 2,016 | 198,419 | 94,019 | 11,819 | 59,845 | 18,408 | 14,191 | 6,760 | 0 | 405,476 |
| May-24 | 1,606 | 105,572 | 44,150 | 10,150 | 32,422 | 16,165 | 9,193 | 6,598 | 0 | 225,855 |
| Jun-24 | 1,301 | 45,122 | 16,082 | 10,143 | 15,197 | 14,634 | 5,993 | 6,002 | 0 | 114,474 |
| Jul-24 | 1,156 | 21,780 | 11,203 | 10,136 | 9,012 | 13,636 | 4,050 | 6,438 | 0 | 77,411 |
| Aug-24 | 1,155 | 21,572 | 11,354 | 10,129 | 9,515 | 13,625 | 3,603 | 6,476 | 0 | 77,428 |
| Sep-24 | 1,140 | 21,417 | 16,097 | 10,121 | 10,757 | 13,615 | 5,838 | 6,562 | 0 | 85,547 |
| Oct-24 | 1,217 | 47,658 | 16,452 | 9,951 | 17,684 | 14,960 | 10,033 | 6,762 | 0 | 124,717 |
| Winter | 14,828 | 1,605,233 | 777,457 | 78,925 | 502,704 | 128,252 | 150,991 | 40,837 | 0 | 3,299,225 |
| Summer | 7,575 | 263,120 | 115,340 | 60,629 | 94,586 | 86,635 | 38,709 | 38,838 | 0 | 705,432 |
| Total | 22,403 | 1,868,353 | 892,796 | 139,554 | 597,290 | 214,887 | 189,700 | 79,674 | 0 | 4,004,657 |

Forecast Bill Month Distribution Service Deliveries (Dth)

| Month | Res Non-Heat | Res Heat | G40 | G50 | G41 | G51 | G42 | G52 | Special Contracts | Total Division |
|--------|--------------|-----------|-----------|---------|-----------|---------|---------|-----------|-------------------|----------------|
| Nov-23 | 1,623 | 127,975 | 65,821 | 12,440 | 103,758 | 39,337 | 52,827 | 151,269 | 98,143 | 653,194 |
| Dec-23 | 2,495 | 260,209 | 145,638 | 15,687 | 183,043 | 49,634 | 69,176 | 156,573 | 98,162 | 980,617 |
| Jan-24 | 3,065 | 354,252 | 204,412 | 18,567 | 248,489 | 56,862 | 79,527 | 172,397 | 98,174 | 1,235,746 |
| Feb-24 | 3,098 | 359,500 | 212,525 | 19,038 | 247,620 | 56,775 | 72,483 | 161,357 | 98,172 | 1,230,569 |
| Mar-24 | 2,531 | 304,878 | 177,352 | 18,205 | 211,068 | 53,410 | 65,737 | 158,602 | 98,160 | 1,089,940 |
| Apr-24 | 2,016 | 198,419 | 113,138 | 14,836 | 137,162 | 43,001 | 44,241 | 155,033 | 98,147 | 805,992 |
| May-24 | 1,606 | 105,572 | 54,668 | 12,756 | 79,192 | 37,792 | 28,134 | 150,139 | 98,147 | 568,006 |
| Jun-24 | 1,301 | 45,122 | 20,429 | 12,763 | 38,929 | 34,240 | 19,006 | 135,529 | 98,168 | 405,488 |
| Jul-24 | 1,156 | 21,780 | 14,380 | 12,770 | 23,479 | 31,929 | 15,543 | 144,260 | 98,200 | 363,497 |
| Aug-24 | 1,155 | 21,572 | 14,389 | 12,777 | 23,479 | 31,930 | 15,509 | 144,018 | 98,231 | 363,059 |
| Sep-24 | 1,140 | 21,417 | 20,366 | 12,784 | 28,477 | 31,930 | 18,884 | 144,827 | 98,247 | 378,071 |
| Oct-24 | 1,217 | 47,658 | 20,958 | 12,585 | 49,676 | 35,113 | 31,833 | 148,119 | 98,254 | 445,414 |
| Winter | 14,828 | 1,605,233 | 918,886 | 98,772 | 1,131,141 | 299,018 | 383,991 | 955,231 | 588,957 | 5,996,057 |
| Summer | 7,575 | 263,120 | 145,189 | 76,435 | 243,232 | 202,935 | 128,910 | 866,891 | 589,248 | 2,523,535 |
| Total | 22,403 | 1,868,353 | 1,064,075 | 175,208 | 1,374,373 | 501,953 | 512,900 | 1,822,122 | 1,178,205 | 8,519,593 |

Forecast Sales Service Percentage

| Month | Res Non-Heat | Res Heat | G40 | G50 | G41 | G51 | G42 | G52 | Special Contracts | Total Division |
|--------|--------------|----------|-------|-------|-------|-------|-------|------|-------------------|----------------|
| Nov-23 | 100.0% | 100.0% | 82.7% | 80.2% | 41.9% | 43.0% | 35.1% | 4.2% | 0.0% | 42.7% |
| Dec-23 | 100.0% | 100.0% | 84.5% | 80.1% | 44.0% | 42.9% | 39.9% | 4.2% | 0.0% | 54.5% |
| Jan-24 | 100.0% | 100.0% | 85.0% | 80.0% | 44.8% | 42.9% | 39.9% | 4.3% | 0.0% | 58.3% |
| Feb-24 | 100.0% | 100.0% | 84.1% | 79.9% | 45.6% | 42.9% | 44.1% | 4.3% | 0.0% | 59.5% |
| Mar-24 | 100.0% | 100.0% | 86.5% | 79.8% | 44.8% | 42.8% | 41.1% | 4.3% | 0.0% | 57.5% |
| Apr-24 | 100.0% | 100.0% | 83.1% | 79.7% | 43.6% | 42.8% | 32.1% | 4.4% | 0.0% | 50.3% |
| May-24 | 100.0% | 100.0% | 80.8% | 79.6% | 40.9% | 42.8% | 32.7% | 4.4% | 0.0% | 39.8% |
| Jun-24 | 100.0% | 100.0% | 78.7% | 79.5% | 39.0% | 42.7% | 31.5% | 4.4% | 0.0% | 28.2% |
| Jul-24 | 100.0% | 100.0% | 77.9% | 79.4% | 38.4% | 42.7% | 26.1% | 4.5% | 0.0% | 21.3% |
| Aug-24 | 100.0% | 100.0% | 78.9% | 79.3% | 40.5% | 42.7% | 23.2% | 4.5% | 0.0% | 21.3% |
| Sep-24 | 100.0% | 100.0% | 79.0% | 79.2% | 37.8% | 42.6% | 30.9% | 4.5% | 0.0% | 22.6% |
| Oct-24 | 100.0% | 100.0% | 78.5% | 79.1% | 35.6% | 42.6% | 31.5% | 4.6% | 0.0% | 28.0% |
| Winter | 100.0% | 100.0% | 84.6% | 79.9% | 44.4% | 42.9% | 39.3% | 4.3% | 0.0% | 55.0% |
| Summer | 100.0% | 100.0% | 79.4% | 79.3% | 38.9% | 42.7% | 30.0% | 4.5% | 0.0% | 28.0% |
| Total | 100.0% | 100.0% | 83.9% | 79.7% | 43.5% | 42.8% | 37.0% | 4.4% | 0.0% | 47.0% |

Northern Utilities, Inc.
New Hampshire Division
Estimation of Northern - New Hampshire City-Gate Sendout Requirement

| Month | Sales Service Deliveries (Dth) | Company Gas Allowance (Percent) | Company Gas Allowance (LAUF and Company Use) (Dth) | Estimated Division Sales Service Sendout (Dth) | Estimated Company-Managed Sales | Total Estimated City-Gate Sendout Requirement |
|--------|--------------------------------|---------------------------------|--|--|---------------------------------|---|
| Nov-23 | 432,947 | 0.72% | 3,140 | 436,087 | 24,450 | 460,537 |
| Dec-23 | 633,307 | 0.72% | 4,593 | 637,900 | 26,159 | 664,059 |
| Jan-24 | 737,366 | 0.72% | 5,348 | 742,714 | 31,248 | 773,962 |
| Feb-24 | 640,550 | 0.72% | 4,646 | 645,196 | 24,172 | 669,368 |
| Mar-24 | 544,062 | 0.72% | 3,945 | 548,007 | 25,110 | 573,117 |
| Apr-24 | 310,993 | 0.72% | 2,255 | 313,248 | 0 | 313,248 |
| May-24 | 152,103 | 0.72% | 1,103 | 153,206 | 0 | 153,206 |
| Jun-24 | 98,430 | 0.72% | 714 | 99,144 | 0 | 99,144 |
| Jul-24 | 84,103 | 0.72% | 610 | 84,713 | 0 | 84,713 |
| Aug-24 | 85,031 | 0.72% | 617 | 85,648 | 0 | 85,648 |
| Sep-24 | 94,863 | 0.72% | 688 | 95,551 | 0 | 95,551 |
| Oct-24 | 190,903 | 0.72% | 1,384 | 192,287 | 0 | 192,287 |
| Winter | 3,299,225 | 0 | 23,927 | 3,323,152 | 131,139 | 3,454,291 |
| Summer | 705,432 | 0 | 5,117 | 710,549 | 0 | 710,549 |
| Total | 4,004,657 | 0 | 29,044 | 4,033,701 | 0 | 4,164,840 |

Northern Utilities, Inc.
New Hampshire Division
Sales Service Meters Forecast by Rate Class

Forecast Bill Month Sales Service Meters

| Month | Res Non-Heat | Res Heat | G40 | G50 | G41 | G51 | G42 | G52 | Special Contracts | Total Division |
|--------|--------------|----------|--------|-------|-------|-------|-----|-----|-------------------|----------------|
| Nov-23 | 1,210 | 28,685 | 4,794 | 740 | 374 | 145 | 13 | 4 | 0 | 35,965 |
| Dec-23 | 1,206 | 28,736 | 4,835 | 742 | 374 | 145 | 13 | 4 | 0 | 36,055 |
| Jan-24 | 1,206 | 28,781 | 4,846 | 743 | 374 | 145 | 13 | 4 | 0 | 36,111 |
| Feb-24 | 1,201 | 28,816 | 4,854 | 743 | 374 | 145 | 13 | 4 | 0 | 36,150 |
| Mar-24 | 1,200 | 28,831 | 4,846 | 747 | 374 | 145 | 13 | 4 | 0 | 36,160 |
| Apr-24 | 1,226 | 28,862 | 4,795 | 759 | 374 | 145 | 13 | 4 | 0 | 36,177 |
| May-24 | 1,253 | 28,765 | 4,693 | 759 | 374 | 145 | 13 | 4 | 0 | 36,006 |
| Jun-24 | 1,261 | 28,620 | 4,627 | 760 | 374 | 145 | 13 | 4 | 0 | 35,803 |
| Jul-24 | 1,259 | 28,674 | 4,606 | 760 | 374 | 145 | 13 | 4 | 0 | 35,835 |
| Aug-24 | 1,257 | 28,728 | 4,609 | 761 | 374 | 145 | 13 | 4 | 0 | 35,891 |
| Sep-24 | 1,241 | 28,857 | 4,612 | 761 | 374 | 145 | 13 | 4 | 0 | 36,007 |
| Oct-24 | 1,212 | 29,066 | 4,746 | 749 | 374 | 145 | 13 | 4 | 0 | 36,309 |
| Winter | 7,249 | 172,710 | 28,970 | 4,475 | 2,244 | 869 | 78 | 23 | 0 | 216,617 |
| Summer | 7,483 | 172,711 | 27,894 | 4,550 | 2,244 | 869 | 77 | 23 | 0 | 215,850 |
| Total | 14,731 | 345,421 | 56,864 | 9,025 | 4,487 | 1,738 | 154 | 46 | 0 | 432,467 |

Forecast Bill Month Distribution Service Meters

| Month | Res Non-Heat | Res Heat | G40 | G50 | G41 | G51 | G42 | G52 | Special Contracts | Total Division |
|--------|--------------|----------|--------|--------|-------|-------|-----|-----|-------------------|----------------|
| Nov-23 | 1,210 | 28,685 | 5,337 | 833 | 686 | 278 | 29 | 35 | 2 | 37,094 |
| Dec-23 | 1,206 | 28,736 | 5,384 | 835 | 686 | 278 | 28 | 35 | 2 | 37,190 |
| Jan-24 | 1,206 | 28,781 | 5,395 | 836 | 686 | 278 | 28 | 35 | 2 | 37,247 |
| Feb-24 | 1,201 | 28,816 | 5,405 | 836 | 686 | 278 | 28 | 35 | 2 | 37,287 |
| Mar-24 | 1,200 | 28,831 | 5,395 | 841 | 686 | 278 | 28 | 35 | 2 | 37,297 |
| Apr-24 | 1,226 | 28,862 | 5,339 | 854 | 686 | 278 | 28 | 35 | 2 | 37,309 |
| May-24 | 1,253 | 28,765 | 5,225 | 854 | 686 | 278 | 28 | 36 | 2 | 37,126 |
| Jun-24 | 1,261 | 28,620 | 5,151 | 855 | 686 | 278 | 28 | 36 | 2 | 36,916 |
| Jul-24 | 1,259 | 28,674 | 5,129 | 855 | 686 | 278 | 28 | 36 | 2 | 36,946 |
| Aug-24 | 1,257 | 28,728 | 5,132 | 856 | 686 | 278 | 28 | 36 | 2 | 37,002 |
| Sep-24 | 1,241 | 28,857 | 5,135 | 856 | 686 | 278 | 28 | 36 | 2 | 37,119 |
| Oct-24 | 1,212 | 29,066 | 5,285 | 843 | 686 | 278 | 28 | 36 | 2 | 37,434 |
| Winter | 7,249 | 172,710 | 32,255 | 5,033 | 4,115 | 1,667 | 170 | 212 | 12 | 223,423 |
| Summer | 7,483 | 172,711 | 31,057 | 5,118 | 4,115 | 1,667 | 168 | 214 | 12 | 222,544 |
| Total | 14,731 | 345,421 | 63,312 | 10,151 | 8,229 | 3,335 | 338 | 426 | 24 | 445,967 |

Forecast Sales Service Percentage

| Month | Res Non-Heat | Res Heat | G40 | G50 | G41 | G51 | G42 | G52 | Special Contracts | Total Division |
|--------|--------------|----------|-------|-------|-------|-------|-------|-------|-------------------|----------------|
| Nov-23 | 100.0% | 100.0% | 89.8% | 88.9% | 54.5% | 52.1% | 45.7% | 10.8% | 0.0% | 97.0% |
| Dec-23 | 100.0% | 100.0% | 89.8% | 88.9% | 54.5% | 52.1% | 45.7% | 10.8% | 0.0% | 96.9% |
| Jan-24 | 100.0% | 100.0% | 89.8% | 88.9% | 54.5% | 52.1% | 45.7% | 10.8% | 0.0% | 97.0% |
| Feb-24 | 100.0% | 100.0% | 89.8% | 88.9% | 54.5% | 52.1% | 45.7% | 10.8% | 0.0% | 97.0% |
| Mar-24 | 100.0% | 100.0% | 89.8% | 88.9% | 54.5% | 52.1% | 45.7% | 10.8% | 0.0% | 97.0% |
| Apr-24 | 100.0% | 100.0% | 89.8% | 88.9% | 54.5% | 52.1% | 45.7% | 10.8% | 0.0% | 97.0% |
| May-24 | 100.0% | 100.0% | 89.8% | 88.9% | 54.5% | 52.1% | 45.7% | 10.8% | 0.0% | 97.0% |
| Jun-24 | 100.0% | 100.0% | 89.8% | 88.9% | 54.5% | 52.1% | 45.7% | 10.8% | 0.0% | 97.0% |
| Jul-24 | 100.0% | 100.0% | 89.8% | 88.9% | 54.5% | 52.1% | 45.7% | 10.8% | 0.0% | 97.0% |
| Aug-24 | 100.0% | 100.0% | 89.8% | 88.9% | 54.5% | 52.1% | 45.7% | 10.8% | 0.0% | 97.0% |
| Sep-24 | 100.0% | 100.0% | 89.8% | 88.9% | 54.5% | 52.1% | 45.7% | 10.8% | 0.0% | 97.0% |
| Oct-24 | 100.0% | 100.0% | 89.8% | 88.9% | 54.5% | 52.1% | 45.7% | 10.8% | 0.0% | 97.0% |
| Winter | 100.0% | 100.0% | 89.8% | 88.9% | 54.5% | 52.1% | 45.7% | 10.8% | 0.0% | 97.0% |
| Summer | 100.0% | 100.0% | 89.8% | 88.9% | 54.5% | 52.1% | 45.7% | 10.8% | 0.0% | 97.0% |
| Total | 100.0% | 100.0% | 89.8% | 88.9% | 54.5% | 52.1% | 45.7% | 10.8% | 0.0% | 97.0% |

Forecast Bill Month Transportation Service Meters

| Month | Res Non-Heat | Res Heat | G40 | G50 | G41 | G51 | G42 | G52 | Special Contracts | Total Division |
|--------|--------------|----------|-------|-------|-------|-------|-----|-----|-------------------|----------------|
| Nov-23 | 0 | 0 | 544 | 92 | 312 | 133 | 15 | 31 | 2 | 1,130 |
| Dec-23 | 0 | 0 | 548 | 93 | 312 | 133 | 15 | 32 | 2 | 1,135 |
| Jan-24 | 0 | 0 | 549 | 93 | 312 | 133 | 15 | 32 | 2 | 1,136 |
| Feb-24 | 0 | 0 | 550 | 93 | 312 | 133 | 15 | 32 | 2 | 1,137 |
| Mar-24 | 0 | 0 | 549 | 93 | 312 | 133 | 15 | 32 | 2 | 1,137 |
| Apr-24 | 0 | 0 | 544 | 95 | 312 | 133 | 15 | 32 | 2 | 1,132 |
| May-24 | 0 | 0 | 532 | 95 | 312 | 133 | 15 | 32 | 2 | 1,121 |
| Jun-24 | 0 | 0 | 525 | 95 | 312 | 133 | 15 | 32 | 2 | 1,113 |
| Jul-24 | 0 | 0 | 522 | 95 | 312 | 133 | 15 | 32 | 2 | 1,111 |
| Aug-24 | 0 | 0 | 523 | 95 | 312 | 133 | 15 | 32 | 2 | 1,111 |
| Sep-24 | 0 | 0 | 523 | 95 | 312 | 133 | 15 | 32 | 2 | 1,112 |
| Oct-24 | 0 | 0 | 538 | 93 | 312 | 133 | 15 | 32 | 2 | 1,126 |
| Winter | 0 | 0 | 3,285 | 558 | 1,871 | 798 | 92 | 189 | 12 | 6,806 |
| Summer | 0 | 0 | 3,163 | 568 | 1,871 | 798 | 91 | 191 | 12 | 6,694 |
| Total | 0 | 0 | 6,448 | 1,126 | 3,742 | 1,597 | 184 | 380 | 24 | 13,501 |

Northern Utilities, Inc.
New Hampshire Division
Lost and Unaccounted For, Company Use and Therm Factor Data

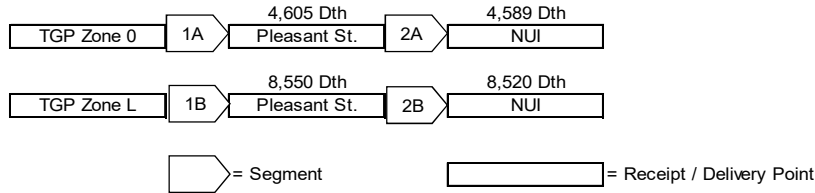
| Month | GSGT - NH City-Gates (MCF) | Therm Factor | Total - NH City-Gate (Dth) | Total System Billed Sales (Dth) | Company Use (Dth) | Lost and Unaccounted For (Dth) | Company Gas Allowance (Dth) |
|------------------|----------------------------------|--------------|----------------------------------|---------------------------------------|----------------------|--------------------------------------|--------------------------------------|
| May-19 | 545,305 | 1.0288 | 560,999 | 632,152 | 100 | (71,253) | (71,153) |
| Jun-19 | 388,772 | 1.0290 | 400,027 | 430,402 | 58 | (30,433) | (30,375) |
| Jul-19 | 365,810 | 1.0287 | 376,320 | 391,025 | 83 | (14,788) | (14,705) |
| Aug-19 | 374,614 | 1.0280 | 385,103 | 380,773 | 140 | 4,190 | 4,330 |
| Sep-19 | 394,298 | 1.0283 | 405,449 | 375,182 | 100 | 30,167 | 30,267 |
| Oct-19 | 534,087 | 1.0295 | 549,837 | 485,412 | 89 | 64,336 | 64,425 |
| Nov-19 | 930,426 | 1.0352 | 963,214 | 698,187 | 84 | 264,943 | 265,027 |
| Dec-19 | 1,075,165 | 1.0460 | 1,124,591 | 1,016,439 | 240 | 107,912 | 108,152 |
| Jan-20 | 1,077,141 | 1.0437 | 1,124,212 | 1,130,012 | 294 | (6,094) | (5,800) |
| Feb-20 | 1,041,031 | 1.0434 | 1,086,254 | 1,133,790 | 289 | (47,825) | (47,536) |
| Mar-20 | 839,434 | 1.0376 | 871,030 | 1,005,450 | 257 | (134,678) | (134,420) |
| Apr-20 | 651,269 | 1.0343 | 673,594 | 707,068 | 180 | (33,654) | (33,474) |
| May-20 | 441,527 | 1.0303 | 454,923 | 565,494 | 141 | (110,712) | (110,571) |
| Jun-20 | 344,089 | 1.0300 | 354,401 | 396,102 | 60 | (41,761) | (41,701) |
| Jul-20 | 332,377 | 1.0285 | 341,836 | 347,264 | 64 | (5,491) | (5,428) |
| Aug-20 | 341,582 | 1.0299 | 351,806 | 330,714 | 89 | 21,002 | 21,092 |
| Sep-20 | 387,752 | 1.0284 | 398,768 | 386,921 | 118 | 11,729 | 11,847 |
| Oct-20 | 569,808 | 1.0286 | 586,110 | 452,418 | 61 | 133,631 | 133,692 |
| Nov-20 | 740,493 | 1.0331 | 765,011 | 649,932 | 98 | 114,981 | 115,079 |
| Dec-20 | 1,058,690 | 1.0409 | 1,101,990 | 928,725 | 171 | 173,094 | 173,265 |
| Jan-21 | 1,172,543 | 1.0407 | 1,220,219 | 1,116,106 | 263 | 103,850 | 104,113 |
| Feb-21 | 1,086,893 | 1.0402 | 1,130,630 | 1,198,239 | 328 | (67,937) | (67,609) |
| Mar-21 | 942,363 | 1.0334 | 973,866 | 1,164,215 | 327 | (190,676) | (190,349) |
| Apr-21 | 652,284 | 1.0292 | 671,331 | 720,560 | 162 | (49,391) | (49,229) |
| May-21 | 477,820 | 1.0277 | 491,036 | 574,913 | 99 | (83,976) | (83,877) |
| Jun-21 | 356,750 | 1.0276 | 366,610 | 396,067 | 78 | (29,534) | (29,457) |
| Jul-21 | 374,108 | 1.0291 | 384,987 | 399,525 | 99 | (14,637) | (14,538) |
| Aug-21 | 353,826 | 1.0298 | 364,375 | 365,909 | 106 | (1,640) | (1,534) |
| Sep-21 | 365,636 | 1.0308 | 376,896 | 366,792 | 116 | 9,988 | 10,104 |
| Oct-21 | 481,205 | 1.0320 | 496,620 | 414,132 | 83 | 82,405 | 82,488 |
| Nov-21 | 795,667 | 1.0355 | 823,904 | 630,532 | 64 | 193,307 | 193,372 |
| Dec-21 | 960,815 | 1.0382 | 997,512 | 923,454 | 167 | 73,891 | 74,058 |
| Jan-22 | 1,355,286 | 1.0450 | 1,416,262 | 1,221,800 | 298 | 194,164 | 194,462 |
| Feb-22 | 1,057,323 | 1.0407 | 1,100,404 | 1,251,054 | 1,231 | (151,881) | (150,650) |
| Mar-22 | 925,084 | 1.0359 | 958,280 | 1,089,874 | 423 | (132,017) | (131,594) |
| Apr-22 | 649,789 | 1.0335 | 671,534 | 764,913 | 834 | (94,213) | (93,379) |
| May-22 | 446,271 | 1.0326 | 460,839 | 566,608 | 88 | (105,856) | (105,769) |
| Jun-22 | 365,692 | 1.0300 | 376,652 | 397,046 | 39 | (20,433) | (20,394) |
| Jul-22 | 325,481 | 1.0296 | 335,103 | 344,188 | 92 | (9,177) | (9,085) |
| Aug-22 | 353,037 | 1.0298 | 363,572 | 360,909 | 136 | 2,527 | 2,663 |
| Sep-22 | 382,596 | 1.0306 | 394,295 | 378,021 | 95 | 16,179 | 16,274 |
| Oct-22 | 527,068 | 1.0316 | 543,727 | 471,109 | 63 | 72,555 | 72,618 |
| Nov-22 | 731,391 | 1.0339 | 756,166 | 592,038 | 70 | 164,058 | 164,128 |
| Dec-22 | 1,027,729 | 1.0418 | 1,070,645 | 911,490 | 167 | 158,988 | 159,155 |
| Jan-23 | 1,062,361 | 1.0400 | 1,104,817 | 1,144,246 | 300 | (39,730) | (39,429) |
| Feb-23 | 1,028,619 | 1.0397 | 1,069,474 | 1,144,535 | 325 | (75,386) | (75,061) |
| Mar-23 | 939,677 | 1.0373 | 974,695 | 1,064,133 | 290 | (89,729) | (89,438) |
| Apr-23 | 626,843 | 1.0307 | 646,116 | 758,145 | 212 | (112,241) | (112,029) |
| Total | 32,257,827 | 1.0359 | 33,416,042 | 33,174,014 | 9,274 | 232,754 | 242,028 |
| 48-Month Average | | | | | 0.03% | 0.69% | 0.72% |

Table 3. Northern Capacity Summary (Dth/Day)

| | |
|---|----------------|
| <u>Pipeline Capacity Paths</u> | |
| Tennessee Zone 0 and Zone L Pools | 13,109 |
| Tennessee Niagara | 2,327 |
| Iroquois Receipts | 6,434 |
| Leidy Hub Supply (Texas Eastern, Algonquin) | 965 |
| Transco Zone 6, non-NY Supply (Algonquin) | 286 |
| Atlantic Bridge Ramapo | 7,500 |
| Total Pipeline Capacity | 30,621 |
| <u>Storage Capacity Paths</u> | |
| Tennessee Firm Storage | 2,644 |
| Dawn Hub Storage | 59,793 |
| Total Storage Capacity | 62,437 |
| <u>Peaking Capacity Paths</u> | |
| LNG - On-System | 6,500 |
| Peaking Contract 1 | 29,895 |
| Peaking Contract 2 | 9,965 |
| Additional Granite Capacity | 3,426 |
| Total Peaking Capacity | 49,786 |
| Total Design Day Capacity | 142,844 |
| Empress Capacity Effective April 1, 2024 | 12,456 |

Northern Utilities, Inc.
Capacity Path Diagram and Detail
Source of Supply: Tennessee Zone 0 100 Leg, Zone L 500 and 800 Leg Pools

Capacity Path Diagram



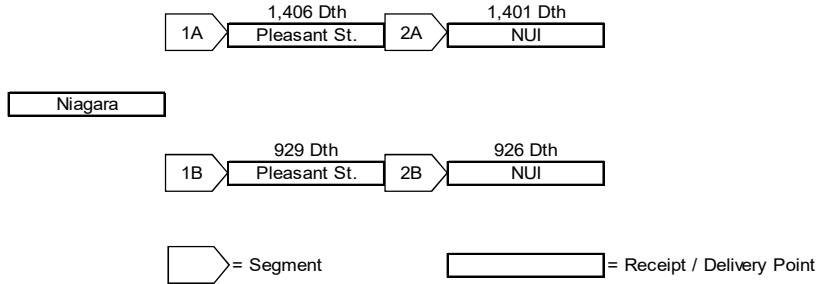
Capacity Path Detail

| Segment | Product | Vendor | Contract ID | Rate Schedule | Contract Termination Date | Northern MDQ | Dth / GJ | Availability | Receipt Point | Delivery Point | Interconnecting Pipeline |
|------------------------|----------------|-----------|--------------|---------------|---------------------------|--------------|----------|--------------|------------------------|---------------------|--------------------------|
| 1A ¹ | Transportation | Tennessee | 5083 | FT-A | 10/31/2028 | 4,605 | Dth | Year-Round | Zone 0, 100 Leg | Pleasant St. | Granite |
| 2A | Transportation | Granite | 19-100-FT-NN | FT-NN | 10/31/2024 | 4,589 | Dth | Year-Round | Granite | Northern City Gates | |
| 1B ¹ | Transportation | Tennessee | 5083 | FT-A | 10/31/2028 | 8,550 | Dth | Year-Round | Zone L, 500 & 800 Legs | Pleasant St. | Granite |
| 2B | Transportation | Granite | 19-100-FT-NN | FT-NN | 10/31/2024 | 8,520 | Dth | Year-Round | Granite | Northern City Gates | |
| Total Path Deliverable | | | | | | 13,109 | Dth | | | | |

Note 1: Tennessee Contract No. 5083 also allows for firm delivery rights to Bay State Gas city gates. As such, Tennessee Production could also be delivered to Bay State City Gates and then exchanged with Bay State via the Base State Exchange for delivery to Northern. Northern intends to extend this contract five years to 10/31/2028 prior to the 2022-2023 Winter Period.

Northern Utilities, Inc.
Capacity Path Diagram and Detail
Source of Supply: Niagara (Interconnection of TransCanada and Tennessee Pipelines)

Capacity Path Diagram

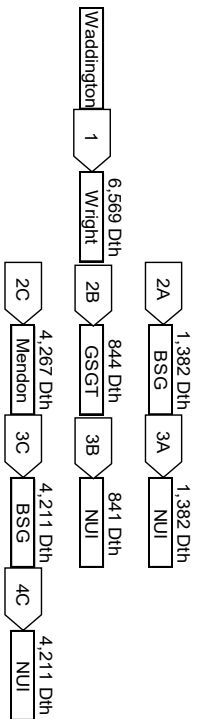


Capacity Path Detail

| Segment | Product | Vendor | Contract ID | Rate Schedule | Contract Termination Date | Northern MDQ | Dth / GJ | Availability | Receipt Point | Delivery Point | Interconnecting Pipeline |
|------------------------|----------------|-----------|--------------|---------------|---------------------------|--------------|----------|--------------|---------------|---------------------|--------------------------|
| 1A | Transportation | Tennessee | 5292 | FT-A | 3/31/2025 | 1,406 | Dth | Year-Round | Niagara | Pleasant St. | Granite |
| 2A | Transportation | Granite | 19-100-FT-NN | FT-NN | 10/31/2024 | 1,401 | Dth | Year-Round | Granite | Northern City Gates | |
| 1B | Transportation | Tennessee | 39735 | FT-A | 3/31/2025 | 929 | Dth | Year-Round | Niagara | Pleasant St. | Granite |
| 2B | Transportation | Granite | 19-100-FT-NN | FT-NN | 10/31/2024 | 926 | Dth | Year-Round | Granite | Northern City Gates | |
| Total Path Deliverable | | | | | | 2,327 | Dth | | | | |

Northern Utilities, Inc.
Capacity Path Diagram and Detail
Source of Supply: Iroquois Receipts

Capacity Path Diagram

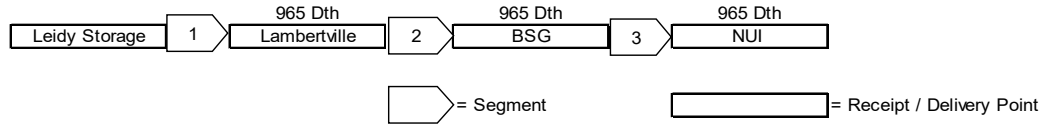


Capacity Path Detail

| Segment | Product | Vendor | Contract ID | Rate Schedule | Contract Termination Date | Northern MDQ | Dth / GJ | Availability | Receipt Point | Delivery Point | Interconnecting Pipeline |
|------------------------|----------------|---------------|--------------|---------------|---------------------------|--------------|----------|--------------|---------------------|---------------------|--------------------------|
| 1 | Transportation | Iroquois | R181003 | RTS-1 | 10/31/2024 | 6,569 | Dth | Year-Round | Waddington | Wright | Tennessee |
| 2A | Transportation | Tennessee | 95196 | FT-A | 10/31/2027 | 1,382 | Dth | Year-Round | Wright | Bay State City Gate | |
| 3A | Exchange | Bay State Gas | NA | NA | Renewal Clause | 1,382 | Dth | Year-Round | Bay State City Gate | Northern City Gates | |
| 2B | Transportation | Tennessee | 95196 | FT-A | 10/31/2027 | 844 | Dth | Year-Round | Wright | Pleasant St. | Granite |
| 3B | Transportation | Granite | 19-100-FT-NN | FT-NN | 10/31/2024 | 841 | Dth | Year-Round | Granite | Northern City Gates | |
| 2C | Transportation | Tennessee | 41099 | FT-A | 10/31/2027 | 4,267 | Dth | Year-Round | Wright | Mendon | Algonquin |
| 3C* | Transportation | Algonquin Gas | 93200F | AFT-1 | 10/31/2024 | 4,211 | Dth | Year-Round | Mendon | Bay State City Gate | |
| 4C | Exchange | Bay State Gas | NA | NA | Renewal Clause | 4,211 | Dth | Year-Round | Bay State City Gate | Northern City Gates | |
| Total Path Deliverable | | | | | | 6,434 | Dth | | | | |

Northern Utilities, Inc.
Capacity Path Diagram and Detail
Source of Supply: Algonquin Receipt Points

Capacity Path Diagram



Capacity Path Detail

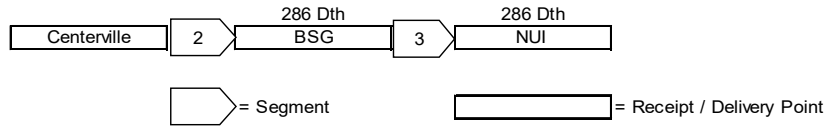
| Segment | Product | Vendor | Contract ID | Rate Schedule | Contract Termination Date | Northern MDQ | Dth / GJ | Availability | Receipt Point | Delivery Point | Interconnecting Pipeline |
|------------------------|----------------|---------------|-------------|-----------------|---------------------------|--------------|----------|--------------|---------------------|---------------------|--------------------------|
| 1* | Transportation | Texas Eastern | 800384 | FT-1 | 10/31/2027 | 965 | Dth | Year-Round | Leidy Storage | Lambertville, NJ | Algonquin |
| 2** | Transportation | Algonquin | 93201A1C | AFT-1 (F-2/F-3) | 10/31/2023 | 965 | Dth | Year-Round | Lambertville, NJ | Bay State City Gate | |
| 3 | Exchange | Bay State Gas | NA | NA | Renewal Clause | 965 | Dth | Year-Round | Bay State City Gate | Northern City Gates | |
| Total Path Deliverable | | | | | | 965 | Dth | | | | |

* Contract 800384 will extend to 10/31/2029 unless terminated by Northern on or before 10/31/2023. Northern intends to extend this contract.

** Contract 93201A1C will extend to 10/31/2025 unless terminated by Northern on or before 10/31/2023. Northern intends to extend this contract.

Northern Utilities, Inc.
Capacity Path Diagram and Detail
Source of Supply: Algonquin Receipt Points

Capacity Path Diagram



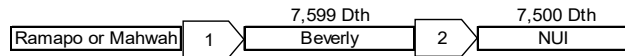
Capacity Path Detail

| Segment | Product | Vendor | Contract ID | Rate Schedule | Contract Termination Date | Northern MDQ | Dth / GJ | Availability | Receipt Point | Delivery Point | Interconnecting Pipeline |
|------------------------|----------------|---------------|-------------|-----------------|---------------------------|--------------|----------|--------------|---------------------|---------------------|--------------------------|
| 1* | Transportation | Algonquin | 93201A1C | AFT-1 (F-2/F-3) | 10/31/2024 | 286 | Dth | Year-Round | Centerville, NJ | Bay State City Gate | |
| 2 | Exchange | Bay State Gas | NA | NA | Renewal Clause | 286 | Dth | Year-Round | Bay State City Gate | Northern City Gates | |
| Total Path Deliverable | | | | | | 286 | Dth | | | | |

* Contract 93201A1C will extend to 10/31/2025 unless terminated by Northern on or before 10/31/2023. Northern intends to extend this contract.

Northern Utilities, Inc.
Capacity Path Diagram and Detail
Source of Supply: Atlantic Bridge Ramapo

Capacity Path Diagram



= Segment

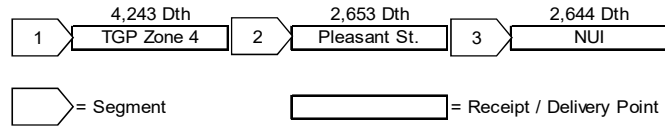
= Receipt / Delivery Point

Capacity Path Detail

| Segment | Product | Vendor | Contract ID | Rate Schedule | Contract Termination Date | Northern MDQ | Dth / GJ | Availability | Receipt Point | Delivery Point | Interconnecting Pipeline |
|------------------------|----------------|-----------|-------------|---------------|---------------------------|--------------|----------|--------------|------------------|---------------------|--------------------------|
| 1 | Transportation | Algonquin | 510939 | FT | 2/11/2036 | 7,599 | Dth | Year-Round | Ramapo or Mawwah | Beverly, MA | Maritimes |
| 2 | Transportation | Maritimes | 210363 | FT | 2/11/2036 | 7,500 | Dth | Year-Round | Beverly, MA | Northern City Gates | |
| Total Path Deliverable | | | | | | 7,500 | Dth | | | | |

Northern Utilities, Inc.
Capacity Path Diagram and Detail
Source of Supply: Tennessee Firm Storage - Market Area

Capacity Path Diagram



Capacity Path Detail

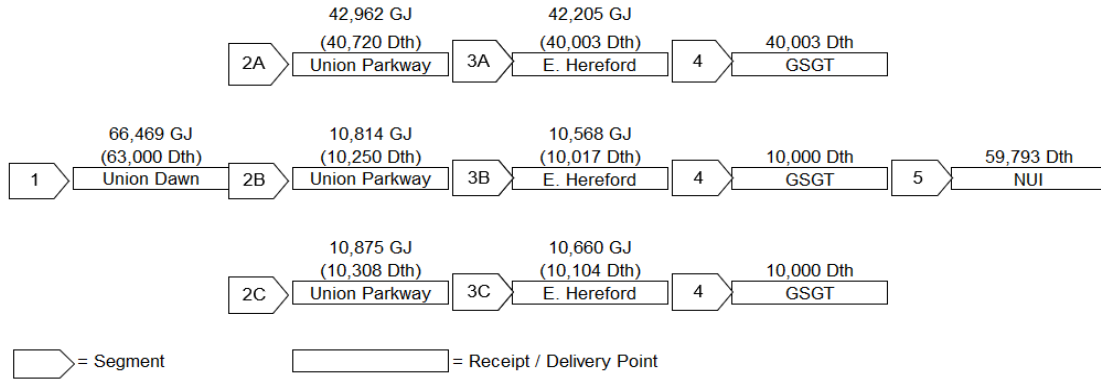
| Segment | Product | Vendor | Contract ID | Rate Schedule | Contract Termination Date | Northern MDQ | Dth / GJ | Availability | Receipt Point | Delivery Point | Interconnecting Pipeline |
|------------------------|----------------|-----------|--------------|---------------|---------------------------|--------------|----------|--------------|---------------|---------------------|--------------------------|
| 1 ¹ | Storage | Tennessee | 5195 | FS-MA | 3/31/2025 | 4,243 | Dth | Year-Round | NA | TGP Zone 4 | Tennessee |
| 2 ² | Transportation | Tennessee | 5265 | FT-A | 3/31/2025 | 2,653 | Dth | Year-Round | TGP Zone 4 | Pleasant St. | Granite |
| 3 | Transportation | Granite | 19-100-FT-NN | FT-NN | 10/31/2024 | 2,644 | Dth | Year-Round | Pleasant St. | Northern City Gates | |
| Total Path Deliverable | | | | | | 2,644 | Dth | | | | |

Note 1: Tennessee Contract No. 5195 has a maximum storage quantity of 259,337 Dth.

Note 2: Tennessee Contract No. 5265 also allows for firm delivery rights to Bay State Gas city gates. As such, Tennessee Firm Storage could also be delivered to Bay State City Gates and then exchanged with Bay State via the Base State Exchange for delivery to Northern.

Northern Utilities, Inc.
Capacity Path Diagram and Detail
Source of Supply: Union Dawn Storage

Capacity Path Diagram

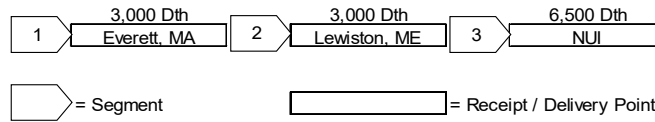


Capacity Path Detail

| Segment | Product | Vendor | Contract ID | Rate Schedule | Contract Termination Date | Northern MDQ | Dth / GJ | Availability | Receipt Point | Delivery Point | Interconnecting Pipeline |
|------------------------|----------------|-------------|--------------|---------------------|---------------------------|--------------|----------|--------------|---------------|---------------------|--------------------------|
| 1 | Storage | Union | LST155 | Firm Storage (MDWD) | 3/31/2028 | 66,469 | GJ | Year-Round | NA | Dawn | Union |
| 1 | Storage | Union | LST155 | Firm Storage (MSB) | 3/31/2028 | 6,330,336 | GJ | Year-Round | NA | Dawn | |
| 1 | Storage | Union | LST155 | Firm Storage (MDID) | 3/31/2028 | 47,478 | GJ | Year-Round | NA | Dawn | |
| 2A | Transportation | Union | M12256 | M12 | 10/31/2033 | 42,962 | GJ | Year-Round | Dawn | Parkway | TransCanada |
| 2B | Transportation | Union | M12296 | M12 | 10/31/2040 | 10,814 | GJ | Year-Round | Dawn | Parkway | TransCanada |
| 2C | Transportation | Union | M12279 | M12 | 10/31/2037 | 10,875 | GJ | Year-Round | Dawn | Parkway | TransCanada |
| 3A-1 | Transportation | TransCanada | 57901 | FT | 3/31/2033 | 35,872 | GJ | Year-Round | Parkway | East Hereford | PNGTS |
| 3A-2 | Transportation | TransCanada | 57055 | FT | 10/31/2032 | 6,333 | GJ | Year-Round | Parkway | East Hereford | PNGTS |
| 3B | Transportation | TransCanada | 63265 | FT | 10/31/2040 | 10,568 | GJ | Year-Round | Parkway | East Hereford | PNGTS |
| 3C | Transportation | TransCanada | 67167 | FT | 10/31/2037 | 10,660 | GJ | Year-Round | Parkway | East Hereford | PNGTS |
| 4A | Transportation | PNGTS | 208543 | FT | 11/30/2032 | 40,003 | Dth | Year-Round | Pittsburg, NH | Newington, NH | Granite |
| 4B | Transportation | PNGTS | 233339 | FT | 10/31/2040 | 10,000 | Dth | Year-Round | Pittsburg, NH | Newington, NH | Granite |
| 4C | Transportation | PNGTS | 240520 | FT | 10/31/2037 | 10,000 | Dth | Year-Round | Pittsburg, NH | Newington, NH | Granite |
| 5 | Transportation | Granite | 19-100-FT-NN | FT-NN | 10/31/2024 | 59,793 | Dth | Year-Round | Newington, NH | Northern City Gates | |
| Total Path Deliverable | | | | | | 59,793 | Dth | | | | |

Northern Utilities, Inc.
Capacity Path Diagram and Detail
Source of Supply: Lewiston LNG Plant

Capacity Path Diagram



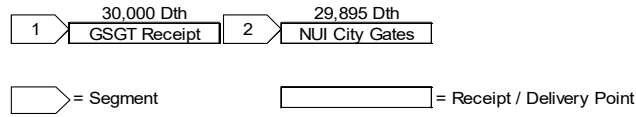
Capacity Path Detail

| Segment | Product | Vendor | Contract ID | Rate Schedule | Contract Termination Date | Northern MDQ | Dth / GJ | Availability | Receipt Point | Delivery Point | Interconnecting Pipeline |
|------------------------|-----------------------|--------------|-------------|---------------|---------------------------|--------------|----------|--------------|---------------|------------------------------|--------------------------|
| 1 ¹ | LNG Contract | Confidential | NA | NA | 5/31/2024 | 3,000 | Dth | Year-Round | Everett, MA | NA | NA |
| 2 | LNG Trucking Contract | Confidential | NA | NA | 10/31/2024 | 3,000 | Dth | Year-Round | Everett, MA | Lewiston, ME | NA |
| 3 | Lewiston LNG Plant | N/A | NA | NA | N/A | 6,500 | Dth | Year-Round | Lewiston, ME | Northern Distribution System | |
| Total Path Deliverable | | | | | | 6,500 | Dth | | | | |

Note 1: The LNG Contract allows Northern to nominate up to 3,000 Dth per day (3 trucks) with an annual maximum take equal to 75,000 Dth. Seller may extend the contract termination date to 10/31/2024.

Northern Utilities, Inc.
Capacity Path Diagram and Detail
Source of Supply: Peaking Contract 1

Capacity Path Diagram



Capacity Path Detail

| Segment | Product | Vendor | Contract ID | Rate Schedule | Contract Termination Date | Northern MDQ | Dth / GJ | Availability | Receipt Point | Delivery Point | Interconnecting Pipeline |
|------------------------|----------------|--------------|--------------|---------------|---------------------------|--------------|----------|-------------------------|-----------------------|-----------------------|--------------------------------|
| 1 ¹ | Peaking Supply | Confidential | NA | NA | 3/31/2024 | 30,000 | Dth | Winter Only (Nov - Mar) | NA | Westbrook or Lewiston | Granite or Northern City Gates |
| 2 | Transportation | Granite | 19-100-FT-NN | FT-NN | 10/31/2024 | 29,895 | Dth | Year-Round | Westbrook or Lewiston | Northern City Gates | |
| Total Path Deliverable | | | | | | 29,895 | Dth | | | | |

Note 1: Peaking Contract 1 allows Northern to nominate up to 30,000 Dth per Day and up to 600,000 Dth from November through March . Contract volumes may also be delivered to NUI - Lewiston in which case no Granite capacity is utilized.

Northern Utilities, Inc.
Capacity Path Diagram and Detail
Source of Supply: Peaking Contract 2

Capacity Path Diagram



= Segment = Receipt / Delivery Point

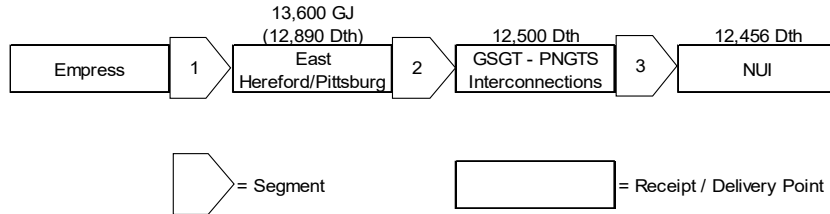
Capacity Path Detail

| Segment | Product | Vendor | Contract ID | Rate Schedule | Contract Termination Date | Northern MDQ | Dth / GJ | Availability | Receipt Point | Delivery Point | Interconnecting Pipeline |
|------------------------|----------------|--------------|--------------|---------------|---------------------------|--------------|----------|-------------------------|---------------|---------------------|--------------------------------|
| 1 ¹ | Peaking Supply | Confidential | NA | NA | 3/31/2024 | 10,000 | Dth | Winter Only (Nov - Mar) | NA | MNUS / PNGTS | Granite or Northern City Gates |
| 2 | Transportation | Granite | 19-100-FT-NN | FT-NN | 10/31/2024 | 9,965 | Dth | Year-Round | MNUS / PNGTS | Northern City Gates | |
| Total Path Deliverable | | | | | | 9,965 | Dth | | | | |

Note 1: Peaking Contract 2 allows Northern to nominate up to 10,000 Dth per Day and up to 50,000 Dth from November through March. Contract volumes may also be delivered to NUI - Lewiston in which case no Granite capacity is utilized.

Northern Utilities, Inc.
Capacity Path Diagram and Detail
Source of Supply: Empress, Alberta

Capacity Path Diagram



Capacity Path Detail

| Segment | Product | Vendor | Contract ID | Rate Schedule | Contract Termination Date | Northern MDQ | Dth / GJ | Availability | Receipt Point | Delivery Point | Interconnecting Pipeline |
|------------------------|----------------|-------------|--------------|---------------|---------------------------|--------------|----------|--------------|-------------------------------|-------------------------------|--------------------------|
| 1 | Transportation | TransCanada | TBD | FT | 4/30/2054 | 12,890 | GJ | Year-Round | Parkway | East Hereford | PNGTS |
| 2 | Transportation | PNGTS | TBD | FT | 4/30/2054 | 12,500 | Dth | Year-Round | Pittsburg, NH | GSGT - PNGTS Interconnections | Granite |
| 3 | Transportation | Granite | 19-100-FT-NN | FT-NN | 10/31/2024 | 12,456 | Dth | Year-Round | GSGT - PNGTS Interconnections | Northern City Gates | |
| Total Path Deliverable | | | | | | 12,456 | Dth | | | | |

| Northern Utilities, Inc. Estimated Gas Supply Demand Costs November 1, 2023 through October 31, 2024 | | | |
|--|---|-----------------|--|
| Line | Description | Estimate | Reference |
| 1. | Pipeline Demand Costs | \$ 18,101,384 | Page 3 - Pipeline Allocated Cost |
| 2. | Storage Allocated Pipeline Demand Costs | \$ 32,519,306 | Page 3 - Storage Allocated Cost |
| 3. | Storage Demand Costs | \$ 5,098,273 | Page 4 - Annual Fixed Charges |
| 4. | Peaking Allocated Pipeline Demand Costs | \$ 3,492,781 | Page 3 - Peaking Allocated Cost |
| 5. | Peaking Contract Costs | \$ 4,034,000 | Page 5, Annual Fixed Charges |
| 6. | Asset Management and Capacity Release Revenue | \$ (25,974,200) | Page 6 - Total Asset Management and Capacity Release Revenue |
| 7. | Total Demand Costs | \$ 37,271,543 | Sum Lines 1 through 6. |

Pipeline Contract Demand Cost Estimates
November 1, 2023 through October 31, 2024

| Capacity Path | Segment | Pipeline | Contract ID | Rate | Negotiated Rate | Maximum Daily Quantity (Dth) | Monthly Demand Rate (\$/MDQ) | Months Per Year | Reference (Att NUI-FXW-9, Page 2) | Monthly Demand | Annual Demand |
|----------------------------|---------|---------------|--------------|----------|-----------------|------------------------------|------------------------------|-----------------|-----------------------------------|----------------|---------------|
| Tennessee Zone 0/L Pools | 1A | Tennessee | 5083 | FT-A | No | 4,605 | \$ 19.6964 | 12 | Line 8 | \$ 90,702 | \$ 1,088,423 |
| Tennessee Zone 0/L Pools | 2A | Granite | 19-100-FT-NN | FT-NN | No | 4,589 | \$ 7.0013 | 12 | Line 3 | \$ 32,129 | \$ 385,548 |
| Tennessee Zone 0/L Pools | 1B | Tennessee | 5083 | FT-A | No | 8,550 | \$ 17.4870 | 12 | Line 9 | \$ 149,514 | \$ 1,794,166 |
| Tennessee Zone 0/L Pools | 2B | Granite | 19-100-FT-NN | FT-NN | No | 8,520 | \$ 7.0013 | 12 | Line 3 | \$ 59,651 | \$ 715,813 |
| Tennessee Niagara | 1A | Tennessee | 5292 | FT-A | No | 1,406 | \$ 6.0905 | 12 | Line 11 | \$ 8,563 | \$ 102,759 |
| Tennessee Niagara | 2A | Granite | 19-100-FT-NN | FT-NN | No | 1,401 | \$ 7.0013 | 12 | Line 3 | \$ 9,809 | \$ 117,706 |
| Tennessee Niagara | 1B | Tennessee | 39735 | FT-A | No | 929 | \$ 6.0905 | 12 | Line 11 | \$ 5,658 | \$ 67,897 |
| Tennessee Niagara | 2B | Granite | 19-100-FT-NN | FT-NN | No | 926 | \$ 7.0013 | 12 | Line 3 | \$ 6,483 | \$ 77,798 |
| Iroquois Receipts | 1 | Iroquois | 181003 | RTS-1 | No | 5,715 | \$ 4.5655 | 10 | Line 4 | \$ 26,092 | \$ 260,918 |
| Iroquois Receipts | 1 | Iroquois | 181003 | RTS-1 | No | 854 | \$ 4.5655 | 10 | Line 4 | \$ 3,899 | \$ 38,989 |
| Iroquois Receipts | 1 | Iroquois | 181003 | RTS-1 | No | 5,715 | \$ 4.2918 | 2 | Line 4 | \$ 24,528 | \$ 49,055 |
| Iroquois Receipts | 1 | Iroquois | 181003 | RTS-1 | No | 854 | \$ 4.2918 | 2 | Line 4 | \$ 3,665 | \$ 7,330 |
| Iroquois Receipts | 2A | Tennessee | 95196 | FT-A | No | 1,382 | \$ 6.0905 | 12 | Line 11 | \$ 8,417 | \$ 101,005 |
| Iroquois Receipts | 2B | Tennessee | 95196 | FT-A | No | 844 | \$ 6.0905 | 12 | Line 11 | \$ 5,140 | \$ 61,685 |
| Iroquois Receipts | 3B | Granite | 19-100-FT-NN | FT-NN | No | 841 | \$ 7.0013 | 12 | Line 3 | \$ 5,888 | \$ 70,657 |
| Iroquois Receipts | 2C | Tennessee | 41099 | FT-A | No | 4,267 | \$ 6.0905 | 12 | Line 11 | \$ 25,988 | \$ 311,858 |
| Iroquois Receipts | 3C | Algonquin | 93002F | AFT-1 | No | 4,211 | \$ 8.5927 | 12 | Line 1 | \$ 36,184 | \$ 434,206 |
| Leidy Hub | 1 | Texas Eastern | 800384 | FT-1 | No | 965 | \$ 9.5020 | 12 | Line 12 | \$ 9,169 | \$ 110,033 |
| Leidy Hub | 2 | Algonquin | 93201A1C | AFT-1 | No | 965 | \$ 8.5927 | 12 | Line 1 | \$ 8,292 | \$ 99,503 |
| Transco Zone 6, non-NY | 1 | Algonquin | 93201A1C | AFT-1 | No | 286 | \$ 8.5927 | 12 | Line 1 | \$ 2,458 | \$ 29,490 |
| Atlantic Bridge | 1 | Algonquin | 510939 | AFT | Yes | 7,599 | \$ 54.9170 | 12 | Line 2 | \$ 417,314 | \$ 5,007,771 |
| Atlantic Bridge | 2 | Maritimes | 210363 | MN365 | Yes | 7,500 | \$ 13.3833 | 12 | Line 5 | \$ 100,375 | \$ 1,204,500 |
| Empress | 1 | TransCanada | TBD | FT | No | 12,890 | \$ 41.9137 | 7 | Line 5 | \$ 540,268 | \$ 3,781,873 |
| Empress | 2 | PNGTS | TBD | FT (WXP) | Yes | 12,500 | \$ 24.9417 | 7 | Line 5 | \$ 311,771 | \$ 2,182,399 |
| Tennessee Firm Storage | 2 | Tennessee | 5265 | FT-A | No | 2,653 | \$ 6.9301 | 12 | Line 10 | \$ 18,386 | \$ 220,627 |
| Tennessee Firm Storage | 3 | Granite | 19-100-FT-NN | FT-NN | No | 2,644 | \$ 7.0013 | 12 | Line 3 | \$ 18,511 | \$ 222,137 |
| Dawn Hub Storage | 2 | Union | M12256 | M12 | No | 40,720 | \$ 2.9980 | 12 | Line 14 | \$ 122,079 | \$ 1,464,943 |
| Dawn Hub Storage | 1 | Union | M12296 | M12 | No | 10,250 | \$ 2.9980 | 12 | Line 14 | \$ 30,730 | \$ 368,754 |
| Dawn Hub Storage | 1 | Union | M12279 | M12 | No | 10,307 | \$ 2.9980 | 12 | Line 14 | \$ 30,900 | \$ 370,805 |
| Dawn Hub Storage | 3A | TransCanada | 57901 | FT | No | 34,000 | \$ 16.7442 | 12 | Line 13 | \$ 569,303 | \$ 6,831,634 |
| Dawn Hub Storage | 3B | TransCanada | 57055 | FT | No | 6,003 | \$ 16.7442 | 12 | Line 13 | \$ 100,515 | \$ 1,206,185 |
| Dawn Hub Storage | 2 | TransCanada | 63265 | FT | No | 10,017 | \$ 16.7442 | 12 | Line 13 | \$ 167,727 | \$ 2,012,720 |
| Dawn Hub Storage | 2 | TransCanada | TBD | FT | No | 10,104 | \$ 16.7442 | 12 | Line 13 | \$ 169,183 | \$ 2,030,201 |
| Dawn Hub Storage | 4 | PNGTS | 208543 | FT (C2C) | Yes | 40,003 | \$ 18.2500 | 12 | Line 6 | \$ 730,055 | \$ 8,760,657 |
| Dawn Hub Storage | 3 | PNGTS | 233320 | FT (PXP) | Yes | 10,000 | \$ 22.6543 | 12 | Line 7 | \$ 226,543 | \$ 2,718,520 |
| Dawn Hub Storage | 3 | PNGTS | 240520 | FT (WXP) | Yes | 10,000 | \$ 24.9417 | 12 | Line 7 | \$ 249,417 | \$ 2,993,004 |
| Dawn Hub Storage | 5 | Granite | 19-100-FT-NN | FT-NN | No | 59,079 | \$ 7.0013 | 12 | Line 3 | \$ 413,630 | \$ 4,963,558 |
| Dawn Hub Storage | 6 | Granite | 19-100-FT-NN | FT-NN | No | 714 | \$ 7.0013 | 6 | Line 3 | \$ 4,999 | \$ 29,994 |
| Peaking Capacity (Nov-Apr) | N/A | Granite | 19-100-FT-NN | FT-NN | No | 43,286 | \$ 7.0013 | 6 | Line 3 | \$ 303,058 | \$ 1,818,350 |
| Total Annual Demand Costs | | | | | | | | | | \$ | \$ 54,113,471 |

Pipeline Contract Demand Cost Allocations
November 1, 2023 through October 31, 2024

| Capacity Path | Segment | Pipeline | Contract ID | MDQ | Pipeline MDQ | Storage MDQ | Peaking MDQ | Annual Demand | Annual Pipeline Allocated Cost | Annual Storage Allocated Cost | Annual Peaking Allocated Cost |
|----------------------------|---------|---------------|--------------|--------|--------------|-------------|-------------|---------------|--------------------------------|-------------------------------|-------------------------------|
| Tennessee Zone 0/L Pools | 1A | Tennessee | 5083 | 4,605 | 4,605 | - | - | \$ 1,088,423 | \$ 1,088,423 | \$ - | \$ - |
| Tennessee Zone 0/L Pools | 2A | Granite | 19-100-FT-NN | 4,589 | 4,589 | - | - | \$ 385,548 | \$ 385,548 | \$ - | \$ - |
| Tennessee Zone 0/L Pools | 1B | Tennessee | 5083 | 8,550 | 8,550 | - | - | \$ 1,794,166 | \$ 1,794,166 | \$ - | \$ - |
| Tennessee Zone 0/L Pools | 2B | Granite | 19-100-FT-NN | 8,520 | 8,520 | - | - | \$ 715,813 | \$ 715,813 | \$ - | \$ - |
| Tennessee Niagara | 1A | Tennessee | 5292 | 1,406 | 1,406 | - | - | \$ 102,759 | \$ 102,759 | \$ - | \$ - |
| Tennessee Niagara | 2A | Granite | 19-100-FT-NN | 1,401 | 1,401 | - | - | \$ 117,706 | \$ 117,706 | \$ - | \$ - |
| Tennessee Niagara | 1B | Tennessee | 39735 | 929 | 929 | - | - | \$ 67,897 | \$ 67,897 | \$ - | \$ - |
| Tennessee Niagara | 2B | Granite | 19-100-FT-NN | 926 | 926 | - | - | \$ 77,798 | \$ 77,798 | \$ - | \$ - |
| Iroquois Receipts | 1 | Iroquois | 181003 | 5,715 | 5,715 | - | - | \$ 260,918 | \$ 260,918 | \$ - | \$ - |
| Iroquois Receipts | 1 | Iroquois | 181003 | 854 | 854 | - | - | \$ 38,989 | \$ 38,989 | \$ - | \$ - |
| Iroquois Receipts | 1 | Iroquois | 181003 | 5,715 | 5,715 | - | - | \$ 49,055 | \$ 49,055 | \$ - | \$ - |
| Iroquois Receipts | 1 | Iroquois | 181003 | 854 | 854 | - | - | \$ 7,330 | \$ 7,330 | \$ - | \$ - |
| Iroquois Receipts | 2A | Tennessee | 95196 | 1,382 | 1,382 | - | - | \$ 101,005 | \$ 101,005 | \$ - | \$ - |
| Iroquois Receipts | 2B | Tennessee | 95196 | 844 | 844 | - | - | \$ 61,685 | \$ 61,685 | \$ - | \$ - |
| Iroquois Receipts | 3B | Granite | 19-100-FT-NN | 841 | 841 | - | - | \$ 70,657 | \$ 70,657 | \$ - | \$ - |
| Iroquois Receipts | 2C | Tennessee | 41099 | 4,267 | 4,267 | - | - | \$ 311,858 | \$ 311,858 | \$ - | \$ - |
| Iroquois Receipts | 3C | Algonquin | 93002F | 4,211 | 4,211 | - | - | \$ 434,206 | \$ 434,206 | \$ - | \$ - |
| Leidy Hub | 1 | Texas Eastern | 800384 | 965 | 965 | - | - | \$ 110,033 | \$ 110,033 | \$ - | \$ - |
| Leidy Hub | 2 | Algonquin | 93201A1C | 965 | 965 | - | - | \$ 99,503 | \$ 99,503 | \$ - | \$ - |
| Transco Zone 6, non-NY | 1 | Algonquin | 93201A1C | 286 | 286 | - | - | \$ 29,490 | \$ 29,490 | \$ - | \$ - |
| Atlantic Bridge | 1 | Algonquin | 510939 | 7,599 | 7,599 | - | - | \$ 5,007,771 | \$ 5,007,771 | \$ - | \$ - |
| Atlantic Bridge | 2 | Maritimes | 210363 | 7,500 | 7,500 | - | - | \$ 1,204,500 | \$ 1,204,500 | \$ - | \$ - |
| Empress | 1 | TransCanada | TBD | 12,890 | 12,890 | - | - | \$ 3,781,873 | \$ 3,781,873 | \$ - | \$ - |
| Empress | 2 | PNGTS | TBD | 12,500 | 12,500 | - | - | \$ 2,182,399 | \$ 2,182,399 | \$ - | \$ - |
| Tennessee Firm Storage | 2 | Tennessee | 5265 | 2,653 | - | 2,653 | - | \$ 220,627 | \$ - | \$ 220,627 | \$ - |
| Tennessee Firm Storage | 3 | Granite | 19-100-FT-NN | 2,644 | - | 2,644 | - | \$ 222,137 | \$ - | \$ 222,137 | \$ - |
| Dawn Hub Storage | 2 | Union | M12256 | 40,720 | - | 40,720 | - | \$ 1,464,943 | \$ - | \$ 1,464,943 | \$ - |
| Dawn Hub Storage | 1 | Union | M12296 | 10,250 | - | 10,250 | - | \$ 368,754 | \$ - | \$ 368,754 | \$ - |
| Dawn Hub Storage | 1 | Union | M12279 | 10,307 | - | 10,307 | - | \$ 370,805 | \$ - | \$ 370,805 | \$ - |
| Dawn Hub Storage | 3A | TransCanada | 57901 | 34,000 | - | 34,000 | - | \$ 6,831,634 | \$ - | \$ 6,831,634 | \$ - |
| Dawn Hub Storage | 3B | TransCanada | 57055 | 6,003 | - | 6,003 | - | \$ 1,206,185 | \$ - | \$ 1,206,185 | \$ - |
| Dawn Hub Storage | 2 | TransCanada | 63265 | 10,017 | - | 10,017 | - | \$ 2,012,720 | \$ - | \$ 2,012,720 | \$ - |
| Dawn Hub Storage | 2 | TransCanada | TBD | 10,104 | - | 10,104 | - | \$ 2,030,201 | \$ - | \$ 2,030,201 | \$ - |
| Dawn Hub Storage | 4 | PNGTS | 208543 | 40,003 | - | 40,003 | - | \$ 8,760,657 | \$ - | \$ 8,760,657 | \$ - |
| Dawn Hub Storage | 3 | PNGTS | 233320 | 10,000 | - | 10,000 | - | \$ 2,718,520 | \$ - | \$ 2,718,520 | \$ - |
| Dawn Hub Storage | 3 | PNGTS | 240520 | 10,000 | - | 10,000 | - | \$ 2,993,004 | \$ - | \$ 2,993,004 | \$ - |
| Dawn Hub Storage | 5 | Granite | 19-100-FT-NN | 59,079 | - | 39,149 | - | \$ 4,963,558 | \$ - | \$ 3,289,127 | \$ 1,674,431 |
| Dawn Hub Storage | 6 | Granite | 19-100-FT-NN | 714 | - | 714 | - | \$ 29,994 | \$ - | \$ 29,994 | \$ - |
| Peaking Capacity (Nov-Apr) | N/A | Granite | 19-100-FT-NN | 43,286 | - | - | 43,286 | \$ 1,818,350 | \$ - | \$ - | \$ 1,818,350 |
| Total Annual Demand Costs | | | | | | | | \$ 54,113,471 | \$ 18,101,384 | \$ 32,519,306 | \$ 3,492,781 |

Northern Utilities, Inc.
Storage Contract Demand Cost Estimates
November 1, 2023 through October 31, 2024

| Vendor | Contract ID | Rate | Negotiated | MSQ (Dth) | MDWQ | Space Rate | Demand Rate | Months Per Year | Reference (Att NUI-FXW-10, Page 2) | Annual Space Charge | Annual Demand Charge | Annual Fixed Charges |
|-----------------|-------------|---------------|------------|----------------------|-----------------|------------------------|-------------|-----------------|------------------------------------|---------------------------|----------------------|----------------------------|
| Tennessee Union | 5195 LST155 | FS-MA Storage | No Yes | 259,337 6,000,000 | 4,243 63,000 | \$ 0.0173 \$ 0.0692 | \$ 1.2655 | 12 12 | Line 1 Line 2 | \$ 53,838 \$ 4,980,000 | \$ 64,434 | \$ 118,273 \$ 4,980,000 |

Total Annual Fixed Charges

\$ 5,098,273

MSQ = Maximum Space Quantity
MDWQ = Maximum Daily Withdrawal Quantity

REDACTED

Northern Utilities, Inc.
Peaking Contract Demand Cost Estimates
November 1, 2023 through October 31, 2024

Denotes Confidential Information

| Resource | Supplier | Contract Quantity | Maximum Daily Quantity | Months per Year | Annual Fixed Charges |
|--|----------|-------------------|------------------------|-----------------|----------------------|
| LNG Contract | | 75,000 | 5,000 | 5 | |
| Peaking Contract 2 | | 50,000 | 10,000 | 5 | |
| Total Peaking Supply Contract Demand Costs | | | | | \$ 4,034,000 |

Northern Utilities, Inc.
Asset Management and Capacity Release Revenue Projections
November 1, 2023 through October 31, 2024

| Denotes Confidential Information | |
|---|-------------------|
| Capacity Path | Projected Revenue |
| Tennessee Zone O/L Pools | |
| Tennessee Niagara | |
| Iroquois Receipts | |
| Leidy Hub & Transco Zone 6, non-NY | |
| Atlantic Bridge | |
| Union Dawn Storage, PXP Dawn Hub & WXP Dawn Hub | |
| Total Asset Management | \$ (25,974,200) |

| Northern Utilities, Inc. New Hampshire Division Retail Marketer Capacity Assignment Revenue Projections November 2023 through October 2024 | | |
|---|----------------|--------------------|
| Item | Revenue | Reference |
| Pipeline Contract Capacity Assignment | \$ (5,444,592) | Page 2 |
| Storage Contract Capacity Assignment | \$ (488,622) | Page 3 |
| On-System Peaking Service Demand | \$ (353,107) | Page 4 |
| Asset Management Revenue Assigned to Retail Suppliers | \$ 58,074 | Page 5 |
| Total Division Capacity Assignment Demand Revenue | \$ (6,228,246) | Sum of Items Above |

Northern Utilities, Inc.
New Hampshire Division Pipeline Capacity Assignment Estimates
November 2023 through October 2024

| Capacity Path | Segment | Pipeline | Contract ID | Pipeline Allocated Cost | Storage Allocated Cost | Peaking Allocated Cost | Capacity Assigned? (Y/N) | Assigned Pipeline MDQ | Assigned Storage MDQ | Assigned Peaking MDQ | Assigned Pipeline Credits | Assigned Storage Credits | Assigned Peaking Credits | NH Annual Cap Assign Credit |
|-----------------------------------|---------|---------------|--------------|-------------------------|------------------------|------------------------|--------------------------|-----------------------|----------------------|----------------------|---------------------------|--------------------------|--------------------------|-----------------------------|
| Tennessee Zone 0/L Pools | 1A | Tennessee | 5083 | \$ 1,088,423 | \$ - | \$ - | Y | (548) | - | - | \$ (129,524) | \$ - | \$ - | \$ (129,524) |
| Tennessee Zone 0/L Pools | 2A | Granite | 19-100-FT-NN | \$ 385,548 | \$ - | \$ - | Y | (546) | - | - | \$ (45,873) | \$ - | \$ - | \$ (45,873) |
| Tennessee Zone 0/L Pools | 1B | Tennessee | 5083 | \$ 1,794,166 | \$ - | \$ - | Y | (1,017) | - | - | \$ (213,411) | \$ - | \$ - | \$ (213,411) |
| Tennessee Zone 0/L Pools | 2B | Granite | 19-100-FT-NN | \$ 715,813 | \$ - | \$ - | Y | (1,014) | - | - | \$ (85,192) | \$ - | \$ - | \$ (85,192) |
| Tennessee Niagara | 1A | Tennessee | 5292 | \$ 102,759 | \$ - | \$ - | Y | (167) | - | - | \$ (12,205) | \$ - | \$ - | \$ (12,205) |
| Tennessee Niagara | 2A | Granite | 19-100-FT-NN | \$ 117,706 | \$ - | \$ - | Y | (167) | - | - | \$ (14,031) | \$ - | \$ - | \$ (14,031) |
| Tennessee Niagara | 1B | Tennessee | 39735 | \$ 67,897 | \$ - | \$ - | Y | (111) | - | - | \$ (8,113) | \$ - | \$ - | \$ (8,113) |
| Tennessee Niagara | 2B | Granite | 19-100-FT-NN | \$ 77,798 | \$ - | \$ - | Y | (110) | - | - | \$ (9,242) | \$ - | \$ - | \$ (9,242) |
| Iroquois Receipts | 1 | Iroquois | 181003 | \$ 260,918 | \$ - | \$ - | Y | (680) | - | - | \$ (31,045) | \$ - | \$ - | \$ (31,045) |
| Iroquois Receipts | 1 | Iroquois | 181003 | \$ 38,989 | \$ - | \$ - | Y | (102) | - | - | \$ (4,657) | \$ - | \$ - | \$ (4,657) |
| Iroquois Receipts | 1 | Iroquois | 181003 | \$ 49,055 | \$ - | \$ - | Y | (680) | - | - | \$ (5,837) | \$ - | \$ - | \$ (5,837) |
| Iroquois Receipts | 1 | Iroquois | 181003 | \$ 7,330 | \$ - | \$ - | Y | (102) | - | - | \$ (876) | \$ - | \$ - | \$ (876) |
| Iroquois Receipts | 2A | Tennessee | 95196 | \$ 101,005 | \$ - | \$ - | Y | (164) | - | - | \$ (11,986) | \$ - | \$ - | \$ (11,986) |
| Iroquois Receipts | 2B | Tennessee | 95196 | \$ 61,685 | \$ - | \$ - | Y | (100) | - | - | \$ (7,309) | \$ - | \$ - | \$ (7,309) |
| Iroquois Receipts | 3B | Granite | 19-100-FT-NN | \$ 70,657 | \$ - | \$ - | Y | (100) | - | - | \$ (8,402) | \$ - | \$ - | \$ (8,402) |
| Iroquois Receipts | 2C | Tennessee | 41099 | \$ 311,858 | \$ - | \$ - | Y | (508) | - | - | \$ (37,128) | \$ - | \$ - | \$ (37,128) |
| Iroquois Receipts | 3C | Algonquin | 93002F | \$ 434,206 | \$ - | \$ - | Y | (501) | - | - | \$ (51,659) | \$ - | \$ - | \$ (51,659) |
| Leidy Hub | 1 | Texas Eastern | 800384 | \$ 110,033 | \$ - | \$ - | Y | (115) | - | - | \$ (13,113) | \$ - | \$ - | \$ (13,113) |
| Leidy Hub | 2 | Algonquin | 93201A1C | \$ 99,503 | \$ - | \$ - | Y | (115) | - | - | \$ (11,858) | \$ - | \$ - | \$ (11,858) |
| Transco Zone 6, non-NY | 1 | Algonquin | 93201A1C | \$ 29,490 | \$ - | \$ - | Y | (34) | - | - | \$ (3,506) | \$ - | \$ - | \$ (3,506) |
| Atlantic Bridge | 1 | Algonquin | 510939 | \$ 5,007,771 | \$ - | \$ - | Y | (904) | - | - | \$ (595,740) | \$ - | \$ - | \$ (595,740) |
| Atlantic Bridge | 2 | Maritimes | 210363 | \$ 1,204,500 | \$ - | \$ - | Y | (893) | - | - | \$ (143,416) | \$ - | \$ - | \$ (143,416) |
| Empress | 1 | TransCanada | TBD | \$ 3,781,873 | \$ - | \$ - | Y | (1,534) | - | - | \$ (450,069) | \$ - | \$ - | \$ (450,069) |
| Empress | 2 | PNGTS | TBD | \$ 2,182,399 | \$ - | \$ - | Y | (1,488) | - | - | \$ (259,793) | \$ - | \$ - | \$ (259,793) |
| Tennessee Firm Storage | 2 | Tennessee | 5265 | \$ - | \$ 220,627 | \$ - | Y | - | (254) | - | \$ - | \$ (21,123) | \$ - | \$ (21,123) |
| Tennessee Firm Storage | 3 | Granite | 19-100-FT-NN | \$ - | \$ 222,137 | \$ - | Y | - | (253) | - | \$ - | \$ (21,256) | \$ - | \$ (21,256) |
| Dawn Hub Storage | 2 | Union | M12256 | \$ - | \$ 1,464,943 | \$ - | Y | - | (3,903) | - | \$ - | \$ (140,414) | \$ - | \$ (140,414) |
| Dawn Hub Storage | 1 | Union | M12296 | \$ - | \$ 368,754 | \$ - | Y | - | (982) | - | \$ - | \$ (35,328) | \$ - | \$ (35,328) |
| Dawn Hub Storage | 1 | Union | M12279 | \$ - | \$ 370,805 | \$ - | Y | - | (988) | - | \$ - | \$ (35,544) | \$ - | \$ (35,544) |
| Dawn Hub Storage | 3A | TransCanada | 57901 | \$ - | \$ 6,831,634 | \$ - | Y | - | (3,259) | - | \$ - | \$ (654,832) | \$ - | \$ (654,832) |
| Dawn Hub Storage | 3B | TransCanada | 57055 | \$ - | \$ 1,206,185 | \$ - | Y | - | (575) | - | \$ - | \$ (115,535) | \$ - | \$ (115,535) |
| Dawn Hub Storage | 2 | TransCanada | 63265 | \$ - | \$ 2,012,720 | \$ - | Y | - | (960) | - | \$ - | \$ (192,893) | \$ - | \$ (192,893) |
| Dawn Hub Storage | 2 | TransCanada | TBD | \$ - | \$ 2,030,201 | \$ - | Y | - | (968) | - | \$ - | \$ (194,501) | \$ - | \$ (194,501) |
| Dawn Hub Storage | 4 | PNGTS | 208543 | \$ - | \$ 8,760,657 | \$ - | Y | - | (3,834) | - | \$ - | \$ (839,646) | \$ - | \$ (839,646) |
| Dawn Hub Storage | 3 | PNGTS | 233320 | \$ - | \$ 2,718,520 | \$ - | Y | - | (958) | - | \$ - | \$ (260,434) | \$ - | \$ (260,434) |
| Dawn Hub Storage | 3 | PNGTS | 240520 | \$ - | \$ 2,993,004 | \$ - | Y | - | (958) | - | \$ - | \$ (286,730) | \$ - | \$ (286,730) |
| Dawn Hub Storage | 5 | Granite | 19-100-FT-NN | \$ - | \$ 3,289,127 | \$ 1,674,431 | Y | - | (3,752) | - | \$ - | \$ (315,227) | \$ - | \$ (315,227) |
| Dawn Hub Storage | 6 | Granite | 19-100-FT-NN | \$ - | \$ 29,994 | \$ - | Y | - | (68) | - | \$ - | \$ (2,857) | \$ - | \$ (2,857) |
| Peaking Capacity (Nov-Apr) | N/A | Granite | 19-100-FT-NN | \$ - | \$ - | \$ 1,818,350 | Y | - | - | (4,149) | \$ - | \$ - | \$ (174,290) | \$ (174,290) |
| Total Capacity Assignment Credits | | | | | | | | | | | \$ (2,153,981) | \$ (3,116,320) | \$ (174,290) | \$ (5,444,592) |

| Northern Utilities, Inc. | | | | | | | | |
|---|-------------|----------------------|-------------------------|-----------------------|---------------------|--------------|---------------|--------------------------|
| New Hampshire Division Storage Contract Capacity Assignment Estimates | | | | | | | | |
| November 2023 through October 2024 | | | | | | | | |
| Vendor | Contract ID | Annual Fixed Charges | Capacity Assigned (Y/N) | Company Managed (Y/N) | Storage Assigned ME | Assigned MSQ | Assigned MDWQ | Annual Cap Assign Credit |
| Tennessee | 5195 | \$ 118,273 | Y | N | 9.58% | (15,987) | (262) | \$ (11,335) |
| Union | LST068 | \$ 4,980,000 | Y | N | 9.58% | (369,877) | (3,884) | \$ (477,286) |

Total Division Storage Capacity Assignment \$ (488,622)

MSQ = Maximum Space Quantity

MDWQ = Maximum Daily Withdrawal Quantity

| Northern Utilities, Inc. New Hampshire Division On-System Peaking Demand Capacity Assignment Revenues November 2023 through October 2024 | | | |
|---|---------------------------------|----------|----------------|
| Month | On-System Peaking Demand TCQ | Rate | Demand Revenue |
| Nov-23 | 623 | \$ 94.46 | \$ (58,851) |
| Dec-23 | 623 | \$ 94.46 | \$ (58,851) |
| Jan-24 | 623 | \$ 94.46 | \$ (58,851) |
| Feb-24 | 623 | \$ 94.46 | \$ (58,851) |
| Mar-24 | 623 | \$ 94.46 | \$ (58,851) |
| Apr-24 | 623 | \$ 94.46 | \$ (58,851) |
| Total Division Peaking Demand Revenue | | | \$ (353,107) |

REDACTED

| Northern Utilities, Inc. - New Hampshire Division | | | | | |
|--|-----------------|---------------------------|---------------|------------------------------|----------------------------------|
| Asset Management and Capacity Release Revenue Assigned to Retail Suppliers | | | | | |
| November 2023 through October 2024 | | | | | |
| Indicates Confidential Information | | | | | |
| Resources | Projected Value | Company-Managed Resources | Resource Type | Percentage Capacity Assigned | Annual Value to Retail Marketers |
| Tennessee Zone 0/L Pools | | No | Pipeline | 11.90% | |
| Tennessee Niagara | | No | Pipeline | 11.90% | |
| Iroquois Receipts | | Yes | Pipeline | 11.90% | |
| Leidy Hub & Transco Zone 6, non-NY | | Yes | Pipeline | 11.90% | |
| Atlantic Bridge | | No | Pipeline | 11.90% | |
| Union Dawn Storage, PXP Dawn Hub & WXP Dawn Hub | | No | Storage | 9.58% | |
| Total Asset Management | \$ (25,974,200) | | | | \$ 58,074 |

REDACTED

| Northern Utilities, Inc. | | | |
|--|---|----------|--------------|
| New Hampshire Division Peaking Capacity Assignment Demand Rate | | | |
| November 2023 through October 2024 | | | |
| Indicates Confidential Information | | | |
| Line | Description | Northern | NH Division |
| 2 | Capacity Allocation Factor | | 40.06% |
| 3 | Peaking Plants | 6,500 | 2,604 |
| 4 | Total | 6,500 | 2,604 |
| 5 | LNG Demand Costs | | |
| 6 | Peaking Plants Fixed Costs | | \$ 420,658 |
| 7 | Total On-System Peaking Fixed Costs | | \$ 1,475,838 |
| 8 | NH Division Peaking Service Demand Rate | | \$ 94.46 |

Northern Utilities
New Hampshire Division
Retail Supplier Capacity Assignment Estimates
November 2023 through October 2024

HLF Allocation 64.41% 19.80% 15.79% 100.00%
LLF Allocation 14.38% 47.63% 37.99% 100.00%

| | Pipeline MDQ | Storage MDQ | Peaking MDQ | Total MDQ |
|-----------------------|--------------|-------------|-------------|-----------|
| HLF TCQ | 2,015 | 620 | 494 | 3,129 |
| LLF TCQ | 1,611 | 5,336 | 4,256 | 11,204 |
| Retail Supplier Total | 3,644 | 5,984 | 4,772 | 14,400 |
| Northern MDQ | 30,621 | 62,437 | 49,786 | 142,844 |
| Cap Assign/ Total MDQ | 11.90% | 9.58% | 9.59% | 10.08% |

On System
Peaking
On System
Peaking Allocation

| |
|--------|
| 6,500 |
| 13.06% |

Northern Utilities - New Hampshire Division Capacity Assignment Calculations 2020-2021 Derivation of Class Assignments and Weightings

Basic assumptions:

- 1 The MBA method allocates capacity costs based on design day demands in two pieces:
 - a The base use portion of the class design day demand based on base use
 - b The remaining portion of design day demand based on remaining design day demand
- 2 Base demand is composed solely of pipeline supplies
- 3 Remaining demand consists of a portion of pipeline and all storage and peaking supplies

| | Design Day Demand, Dt | Adjusted Design Day Demand, Dt | Percent of Total | Avg Daily Base Use Load, Dt | Remaining Design Day Demand | |
|----|-------------------------|--------------------------------|-------------------|-----------------------------|-----------------------------|---------------|
| 1 | RATE A-Resi Non-Htg | 178 | 0.3% | 30 | 146 | |
| 2 | RATE B-Resi Htg | 22,604 | 37.3% | 1,025 | 21,251 | |
| 3 | RATE G-40 | 11,817 | 19.5% | 449 | 11,196 | |
| 4 | RATE G-50 | 691 | 1.1% | 236 | 445 | |
| 5 | RATE G-41 | 7,240 | 12.0% | 368 | 6,766 | |
| 6 | RATE G-51 | 1,064 | 1.8% | 337 | 711 | |
| 7 | RATE G-42 | 2,015 | 3.3% | 151 | 1,835 | |
| 8 | RATE G-52 | 395 | 0.7% | 151 | 238 | |
| 9 | Special Contract | 1,418 | 2.3% | 1,359 | 38 | |
| 10 | RATE T-40 | 1,892 | 3.1% | 148 | 1,716 | |
| 11 | RATE T-50 | 117 | 0.2% | 74 | 42 | |
| 12 | RATE T-41 | 8,307 | 13.7% | 715 | 7,471 | |
| 13 | RATE T-51 | 980 | 1.6% | 563 | 403 | |
| 14 | RATE T-42 | 1,171 | 1.9% | 124 | 1,030 | |
| 15 | RATE T-52 | 660 | 1.1% | 479 | 172 | |
| 16 | Total | 60,549 | 100.0% | 6,210 | 53,458 | |
| 17 | | | | | - | |
| 18 | Residential Total | 22,782 | 37.6% | 1,054 | 21,396 | |
| 19 | LLF Total | 32,442 | 53.6% | 1,955 | 30,014 | |
| 20 | HLF Total | 5,325 | 8.8% | 3,200 | 2,048 | |
| 21 | Total | 60,549 | 100.0% | 6,210 | 53,458 | |
| 22 | | | | | | |
| 23 | | | | | | |
| 24 | | Residential MDQ, Dt | Total C&I MDQ, Dt | LLF C&I MDQ, Dt | HLF C&I MDQ, Dt | Total MDQ, Dt |
| 25 | Residential Allocation | | | | | |
| 26 | Pipeline - Base | 1,054 | 5,155 | 1,955 | 3,200 | 6,210 |
| 27 | Pipeline - Remaining | 3,758 | 2,823 | 2,643 | 180 | 6,581 |
| 28 | Storage | 9,813 | 16,268 | 15,229 | 1,039 | 26,081 |
| 29 | Peaking | 7,825 | 12,972 | 12,143 | 829 | 20,796 |
| 30 | Total | 22,451 | 37,217 | 31,970 | 5,248 | 59,668 |
| 31 | Check - Should be 0 | - | - | - | - | - |
| 32 | | | | | | |
| 33 | Capacity Allocations %s | | | | | |
| 34 | | | | | | |
| 35 | Pipeline | | 14.38% | 64.41% | | |
| 36 | Storage | | 47.63% | 19.80% | | |
| 37 | Peaking | | 37.99% | 15.79% | | |
| 38 | Total | | 100.00% | 100.00% | | |

Northern Utilities
New Hampshire Division Capacity Assignment Calculations

| | HLF | LLF | Total TCQ | Capacity Assignment | Pipeline MDQ | Storage MDQ | Peaking MDQ | Total MDQ |
|-----------------------------|-------|-------------------|-----------|---------------------|--------------|-------------|-------------|-----------|
| Retail Supplier Total | 3,129 | 11,204 | 14,333 | 14,400 | 6,042 | 3,849 | 4,509 | 14,400 |
| Northern -Total MDQ | | | | | 12,791 | 26,081 | 20,796 | 59,668 |
| NH Cap Assign/ Total MDQ | | CHECK S/B 0 -> | 0 | | 47.24% | 14.76% | 21.68% | 24.13% |
| HLF Capacity Allocator | | | | | 69.09% | 14.24% | 16.67% | 100.00% |
| LLF Capacity Allocator | | | | | 34.38% | 30.22% | 35.40% | 100.00% |

| | |
|-----------------------|--------|
| Percentage Design Day | 41.77% |
|-----------------------|--------|

| Pipeline Capacity Paths (Requires Granite) | Northern MDQ | NH Division MDQ | Pipeline Assigned % | Capacity Assigned |
|---|----------------|-----------------|---------------------|-------------------|
| Tennessee Long-Haul | 13,109 | 5,476 | 47.24% | 2,587 |
| Tennessee Niagara | 2,327 | 972 | 47.24% | 459 |
| Iroquois Receipts | 841 | 351 | 47.24% | 166 |
| Total Pipeline Capacity (Requires Granite) | 16,277 | 6,799 | 47.24% | 3,212 |
| Pipeline Capacity Paths (Does Not Require Granite) | Northern MDQ | NH Division MDQ | Pipeline Assigned % | Capacity Assigned |
| Leidy Supply (Texas Eastern, Algonquin) | 965 | 403 | 47.24% | 190 |
| Transco Zone 6, non-NY Supply (Algonquin) | 286 | 119 | 47.24% | 56 |
| Iroquois Receipts | 5,593 | 2,336 | 47.24% | 1,103 |
| Atlantic Bridge Ramapo | 7,500 | 3,133 | 47.24% | 1,480 |
| Total Pipeline Capacity (Does Not Require Granite) | 14,344 | 5,991 | 47.22% | 2,829 |
| Pipeline Capacity Paths | Northern MDQ | NH Division MDQ | Pipeline Assigned % | Capacity Assigned |
| Tennessee Long-Haul | 13,109 | 5,476 | 47.24% | 2,587 |
| Tennessee Niagara | 2,327 | 972 | 47.22% | 459 |
| Iroquois Receipts | 6,434 | 2,687 | 47.23% | 1,269 |
| Leidy Supply (Texas Eastern, Algonquin) | 965 | 403 | 47.15% | 190 |
| Transco Zone 6, non-NY Supply (Algonquin) | 286 | 119 | 47.06% | 56 |
| Atlantic Bridge Ramapo | 7,500 | 3,133 | 47.24% | 1,480 |
| Total Pipeline Capacity | 30,621 | 12,790 | 47.23% | 6,041 |
| Storage Capacity Paths | Northern MDQ | NH Division MDQ | Storage Assigned % | Capacity Assigned |
| Tennessee Firm Storage | 2,644 | 1,104 | 14.76% | 163 |
| Dawn Hub Storage | 59,793 | 24,976 | 14.76% | 3,686 |
| Total Storage Capacity | 62,437 | 26,080 | 14.76% | 3,849 |
| Peaking Capacity Paths | Northern MDQ | NH Division MDQ | Peaking Assigned % | Capacity Assigned |
| LNG - On-System | 6,500 | 2,715 | 21.68% | 589 |
| Granite - Not assigned as Storage or Pipeline Capacity | 43,286 | 18,081 | 21.68% | 3,920 |
| Total Peaking Capacity | 49,786 | 20,796 | 21.68% | 4,509 |
| Total Capacity | 142,844 | 59,666 | 24.13% | 14,399 |

Northern Utilities, Inc.
New Hampshire Division
Design Day Forecast by Rate Class

2023-2024 Forecast Annual Sales (Dth)

| | Res Non-Heat | Res Heat | G40 | G50 | G41 | G51 | G42 | G52 | Special Contracts | Res | LLF | HLF | Total Division |
|------------------------------------|---------------|------------------|------------------|----------------|------------------|----------------|----------------|------------------|-------------------|------------------|------------------|------------------|------------------|
| Sales Service | 22,403 | 1,868,353 | 892,796 | 139,554 | 597,290 | 214,887 | 189,700 | 79,674 | 0 | 1,890,756 | 1,679,786 | 434,115 | 4,004,657 |
| Capacity Assigned Delivery Service | 0 | 0 | 169,737 | 33,193 | 745,223 | 277,019 | 105,040 | 186,442 | 503,468 | 0 | 1,020,000 | 1,000,122 | 2,020,121 |
| Capacity Exempt Delivery Service | 0 | 0 | 1,542 | 2,460 | 31,860 | 10,047 | 218,160 | 1,556,006 | 674,738 | 0 | 251,562 | 2,243,251 | 2,494,813 |
| Total System | 22,403 | 1,868,353 | 1,064,075 | 175,208 | 1,374,373 | 501,953 | 512,900 | 1,822,122 | 1,178,205 | 1,890,756 | 2,951,348 | 3,677,488 | 8,519,592 |

2023-2024 Forecast Annual Sendout (Dth)

| | Res Non-Heat | Res Heat | G40 | G50 | G41 | G51 | G42 | G52 | Special Contracts | Res | LLF | HLF | Total Division |
|------------------------------------|---------------|------------------|------------------|----------------|------------------|----------------|----------------|------------------|-------------------|------------------|------------------|------------------|------------------|
| Sales Service | 22,566 | 1,881,903 | 899,271 | 140,566 | 601,622 | 216,445 | 191,075 | 80,252 | 0 | 1,904,469 | 1,691,968 | 437,264 | 4,033,701 |
| Capacity Assigned Delivery Service | | | 170,968 | 33,434 | 750,627 | 279,028 | 105,802 | 187,794 | 507,118 | | 1,027,396 | 1,007,374 | 2,034,770 |
| Capacity Exempt Delivery Service | | | 1,553 | 2,478 | 32,091 | 10,120 | 219,742 | 1,567,290 | 679,630 | | 253,387 | 2,259,518 | 2,512,905 |
| Total System | 22,566 | 1,881,903 | 1,071,792 | 176,478 | 1,384,340 | 505,593 | 516,620 | 1,835,336 | 1,186,749 | 1,904,469 | 2,972,751 | 3,704,156 | 8,581,376 |

2023-2024 Forecast Load Factor Percentage

| | Res Non-Heat | Res Heat | G40 | G50 | G41 | G51 | G42 | G52 | Special Contracts | Res | LLF | HLF | Total Division |
|------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--------------|--------------|--------------|----------------|
| Sales Service | 34.8% | 22.8% | 20.8% | 55.7% | 22.8% | 55.7% | 26.0% | 55.7% | | 22.9% | 22.0% | 55.7% | 24.0% |
| Capacity Assigned Delivery Service | | | 24.8% | 78.0% | 24.8% | 78.0% | 24.8% | 78.0% | 98.0% | | 24.8% | 86.9% | 38.3% |
| Capacity Exempt Delivery Service | | | 25.1% | 73.8% | 28.5% | 60.9% | 40.3% | 75.1% | 88.0% | | 38.1% | 78.5% | 70.9% |
| Total System | 34.8% | 22.8% | 21.4% | 59.1% | 23.9% | 66.3% | 30.2% | 74.3% | 92.0% | 22.9% | 23.8% | 76.8% | 33.3% |

2023-2024 Design Day Sendout (Dth)

| | Res Non-Heat | Res Heat | G40 | G50 | G41 | G51 | G42 | G52 | Special Contracts | Res | LLF | HLF | Total Division |
|------------------------------------|--------------|---------------|---------------|------------|---------------|--------------|--------------|--------------|-------------------|---------------|---------------|---------------|----------------|
| Sales Service | 178 | 22,604 | 11,817 | 691 | 7,240 | 1,064 | 2,015 | 395 | | 22,782 | 21,072 | 2,150 | 46,004 |
| Capacity Assigned Delivery Service | | | 1,892 | 117 | 8,307 | 980 | 1,171 | 660 | 1,418 | | 11,369 | 3,175 | 14,545 |
| Capacity Exempt Delivery Service | | | 17 | 9 | 309 | 46 | 1,496 | 5,716 | 2,116 | | 1,821 | 7,887 | 9,708 |
| Total System | 178 | 22,604 | 13,726 | 818 | 15,855 | 2,090 | 4,682 | 6,770 | 3,534 | 22,782 | 34,263 | 13,212 | 70,256 |

2023-2024 Baseload Sendout (Dth)
(Average Daily July and August Sendout)

| | Res Non-Heat | Res Heat | G40 | G50 | G41 | G51 | G42 | G52 | Special Contracts | Res | LLF | HLF | Total Division |
|------------------------------------|--------------|--------------|------------|------------|--------------|------------|------------|--------------|-------------------|--------------|--------------|--------------|----------------|
| Sales Service | 30 | 1,025 | 449 | 236 | 368 | 337 | 151 | 151 | | 1,054 | 968 | 725 | 2,748 |
| Capacity Assigned Delivery Service | | | 148 | 74 | 715 | 563 | 124 | 479 | 1,359 | | 987 | 2,475 | 3,462 |
| Capacity Exempt Delivery Service | | | 1 | 5 | 31 | 20 | 257 | 3,995 | 1,832 | | 289 | 5,853 | 6,141 |
| Total System | 30 | 1,025 | 599 | 315 | 1,114 | 921 | 531 | 4,625 | 3,191 | 1,054 | 2,244 | 9,052 | 12,351 |

2023-2024 Planning Load Design Day Sendout (Dth)

| | Res Non-Heat | Res Heat | G40 | G50 | G41 | G51 | G42 | G52 | Special Contracts | Res | LLF | HLF | Total Division |
|------------------------------------|--------------|---------------|---------------|------------|---------------|--------------|--------------|--------------|-------------------|---------------|---------------|--------------|----------------|
| Sales Service | 178 | 22,604 | 11,817 | 691 | 7,240 | 1,064 | 2,015 | 395 | | 22,782 | 21,072 | 2,150 | 46,004 |
| Capacity Assigned Delivery Service | | | 1,892 | 117 | 8,307 | 980 | 1,171 | 660 | 1,418 | | 11,369 | 3,175 | 14,545 |
| Capacity Exempt Delivery Service | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Total System | 178 | 22,604 | 13,709 | 809 | 15,546 | 2,045 | 3,186 | 1,054 | 1,418 | 22,782 | 32,442 | 5,325 | 60,549 |

2023-2024 Planning Load Baseload Sendout (Dth)
(Average Daily July and August Sendout)

| | Res Non-Heat | Res Heat | G40 | G50 | G41 | G51 | G42 | G52 | Special Contracts | Res | LLF | HLF | Total Division |
|------------------------------------|--------------|--------------|------------|------------|--------------|------------|------------|------------|-------------------|--------------|--------------|--------------|----------------|
| Sales Service | 30 | 1,025 | 449 | 236 | 368 | 337 | 151 | 151 | | 1,054 | 968 | 725 | 2,748 |
| Capacity Assigned Delivery Service | | | 148 | 74 | 715 | 563 | 124 | 479 | 1,359 | | 987 | 2,475 | 3,462 |
| Capacity Exempt Delivery Service | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Total System | 30 | 1,025 | 598 | 310 | 1,084 | 900 | 274 | 630 | 1,359 | 1,054 | 1,955 | 3,200 | 6,210 |

REDACTED

Denotes Confidential Information

Northern Utilities, Inc.
Commodity Cost by Supply Source (\$)
November 2023 through October 2024

| Description | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 | Winter | Summer | Year |
|---|---------------------|---------------------|----------------------|----------------------|---------------------|---------------------|---------------------|-------------------|-------------------|-------------------|-------------------|---------------------|----------------------|---------------------|----------------------|
| Pipeline Supplies | | | | | | | | | | | | | | | |
| TGP Zone 4 300 Leg Supply | | | | | | | | | | | | | | | |
| Tennessee FS-MA Storage Path | | | | | | | | | | | | | | | |
| Dawn Supply | | | | | | | | | | | | | | | |
| Union Dawn Storage Path | | | | | | | | | | | | | | | |
| Leidy Hub | | | | | | | | | | | | | | | |
| Texas Eastern Zone M-3 | | | | | | | | | | | | | | | |
| Transco Zone 6, non-NY | | | | | | | | | | | | | | | |
| Algonquin Receipts Pipeline Path | | | | | | | | | | | | | | | |
| Tennessee Niagara Pipeline Path | | | | | | | | | | | | | | | |
| Tennessee Zone 0 | | | | | | | | | | | | | | | |
| Tennessee Zone L | | | | | | | | | | | | | | | |
| Tennessee Long-Haul Pipeline Path | | | | | | | | | | | | | | | |
| Iroquois Receipts Pipeline Path | | | | | | | | | | | | | | | |
| Atlantic Bridge Ramapo Pipeline Path | | | | | | | | | | | | | | | |
| Empress Proposed Pipeline Path | | | | | | | | | | | | | | | |
| Total Pipeline | | | | | | | | | | | | | | | |
| NH CM Pipeline (Leidy/M-3) | | | | | | | | | | | | | | | |
| ME CM Pipeline (Leidy/M-3) | | | | | | | | | | | | | | | |
| NH CM Pipeline (Transco) | | | | | | | | | | | | | | | |
| ME CM Pipeline (Transco) | | | | | | | | | | | | | | | |
| NH CM Pipeline (Iroq Rec) | | | | | | | | | | | | | | | |
| ME CM Pipeline (Iroq Rec) | | | | | | | | | | | | | | | |
| Net Pipeline | \$ 3,259,675 | \$ 3,439,438 | \$ 4,470,111 | \$ 4,053,327 | \$ 2,102,517 | \$ 2,625,100 | \$ 1,245,374 | \$ 829,905 | \$ 784,411 | \$ 800,585 | \$ 791,384 | \$ 1,490,203 | \$ 19,950,169 | \$ 5,941,862 | \$ 25,892,031 |
| Underground Storage | | | | | | | | | | | | | | | |
| Tennessee Storage | \$ - | \$ 24,084 | \$ 127,067 | \$ 118,869 | \$ 126,201 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 396,221 | \$ - | \$ 396,221 |
| Tennessee FS-MA Storage Path | \$ - | \$ 24,084 | \$ 127,067 | \$ 118,869 | \$ 126,201 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 396,221 | \$ - | \$ 396,221 |
| Union Dawn Storage | \$ - | \$ 2,171,425 | \$ 2,415,402 | \$ 2,289,441 | \$ 2,117,533 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 8,993,801 | \$ - | \$ 8,993,801 |
| Union Dawn Storage Path | \$ - | \$ 2,171,425 | \$ 2,415,402 | \$ 2,289,441 | \$ 2,117,533 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 8,993,801 | \$ - | \$ 8,993,801 |
| Net Storage | \$ - | \$ 2,195,510 | \$ 2,542,469 | \$ 2,408,310 | \$ 2,243,734 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 9,390,022 | \$ - | \$ 9,390,022 |
| Peaking Supplies | | | | | | | | | | | | | | | |
| Baseload Delivered Supplies | | | | | | | | | | | | | | | |
| Lewiston LNG | | | | | | | | | | | | | | | |
| Off-System Peaking / Incremental Supply | | | | | | | | | | | | | | | |
| Total Peaking | | | | | | | | | | | | | | | |
| NH Peaking Service - (On System) | | | | | | | | | | | | | | | |
| ME Peaking Service - (On-System) | | | | | | | | | | | | | | | |
| Net Peaking | \$ 67,102 | \$ 2,674,984 | \$ 8,217,129 | \$ 3,974,344 | \$ 2,814,196 | \$ 37,137 | \$ 30,158 | \$ 26,565 | \$ 25,062 | \$ 25,062 | \$ 20,311 | \$ 19,669 | \$ 17,784,892 | \$ 146,827 | \$ 17,931,719 |
| Total NUI Commodity | \$ 3,479,895 | \$ 8,662,713 | \$ 16,121,808 | \$ 10,913,587 | \$ 7,372,531 | \$ 2,662,237 | \$ 1,275,532 | \$ 856,470 | \$ 809,473 | \$ 825,647 | \$ 811,695 | \$ 1,509,872 | \$ 49,212,770 | \$ 6,088,689 | \$ 55,301,459 |
| Company Managed Sales | \$ (153,117) | \$ (352,781) | \$ (892,099) | \$ (477,606) | \$ (212,084) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (2,087,687) | \$ - | \$ (2,087,687) |
| Net Commodity Costs | \$ 3,326,777 | \$ 8,309,932 | \$ 15,229,709 | \$ 10,435,981 | \$ 7,160,447 | \$ 2,662,237 | \$ 1,275,532 | \$ 856,470 | \$ 809,473 | \$ 825,647 | \$ 811,695 | \$ 1,509,872 | \$ 47,125,083 | \$ 6,088,689 | \$ 53,213,772 |

Northern Utilities, Inc.
Commodity Volumes by Supply Source (Dth)
November 2023 through October 2024

| Description | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 | Winter | Summer | Year |
|---|------------------|------------------|------------------|------------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|------------------|-------------------|
| Pipeline Supplies | | | | | | | | | | | | | | | |
| TGP Zone 4 300 Leg Supply | 63,377 | 53,077 | 0 | 0 | 446 | 63,377 | 65,490 | 0 | 15,641 | 0 | 63,377 | 65,490 | 180,278 | 209,998 | 390,276 |
| Tennessee FS-MA Storage Path | 63,377 | 53,077 | 0 | 0 | 446 | 63,377 | 65,490 | 0 | 15,641 | 0 | 63,377 | 65,490 | 180,278 | 209,998 | 390,276 |
| Dawn Supply | 593,326 | 0 | 0 | 0 | 0 | 387,461 | 42,583 | 0 | 0 | 0 | 0 | 41,051 | 980,787 | 83,633 | 1,064,420 |
| Union Dawn Storage Path | 593,326 | 0 | 0 | 0 | 0 | 387,461 | 42,583 | 0 | 0 | 0 | 0 | 41,051 | 980,787 | 83,633 | 1,064,420 |
| Leidy Hub | 28,779 | 29,813 | 29,813 | 27,890 | 29,813 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146,109 | 0 | 146,109 |
| Texas Eastern Zone M-3 | 171 | 102 | 102 | 95 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 571 | 0 | 571 |
| Transco Zone 6, non-NY | 8,580 | 8,866 | 8,866 | 8,294 | 8,866 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43,472 | 0 | 43,472 |
| Algonquin Receipts Pipeline Path | 37,530 | 38,781 | 38,781 | 36,279 | 38,781 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190,152 | 0 | 190,152 |
| Tennessee Niagara Pipeline Path | 53,213 | 54,987 | 54,987 | 51,439 | 54,987 | 53,213 | 21,455 | 0 | 0 | 0 | 1,716 | 28,293 | 322,826 | 51,464 | 374,290 |
| Tennessee Zone 0 | 52,316 | 108,491 | 108,491 | 101,492 | 54,060 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 424,850 | 0 | 424,850 |
| Tennessee Zone L | 97,159 | 201,413 | 201,413 | 188,418 | 100,397 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 788,800 | 0 | 788,800 |
| Tennessee Long-Haul Pipeline Path | 149,475 | 309,904 | 309,904 | 289,910 | 154,458 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,213,649 | 0 | 1,213,649 |
| Iroquois Receipts Pipeline Path | 187,042 | 193,277 | 193,277 | 180,808 | 193,277 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 947,681 | 0 | 947,681 |
| Atlantic Bridge Ramapo Pipeline Path | 171,600 | 177,320 | 177,320 | 165,880 | 177,320 | 171,600 | 177,320 | 171,600 | 0 | 19,185 | 171,600 | 177,320 | 1,041,040 | 717,025 | 1,758,065 |
| Empress Proposed Pipeline Path | 0 | 0 | 0 | 0 | 0 | 292,979 | 201,028 | 171,909 | 303,562 | 303,562 | 110,318 | 281,416 | 292,979 | 1,371,796 | 1,664,775 |
| Total Pipeline | 1,255,564 | 827,345 | 774,269 | 724,316 | 619,269 | 968,631 | 507,876 | 343,509 | 319,203 | 322,747 | 347,012 | 593,569 | 5,169,393 | 2,433,916 | 7,603,309 |
| NH CM Pipeline (Leidy/M-3) | -3,450 | -3,565 | -3,565 | -3,335 | -3,565 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -17,480 | 0 | -17,480 |
| ME CM Pipeline (Leidy/M-3) | -3,420 | -3,534 | -3,534 | -3,306 | -3,534 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -17,328 | 0 | -17,328 |
| NH CM Pipeline (Transco) | -1,020 | -1,054 | -1,054 | -986 | -1,054 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -5,168 | 0 | -5,168 |
| ME CM Pipeline (Transco) | -1,020 | -1,054 | -1,054 | -986 | -1,054 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -5,168 | 0 | -5,168 |
| NH CM Pipeline (Iroq Rec) | -19,980 | -20,646 | -20,646 | -19,314 | -20,646 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -101,232 | 0 | -101,232 |
| ME CM Pipeline (Iroq Rec) | -19,860 | -20,522 | -20,522 | -19,198 | -20,522 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -100,624 | 0 | -100,624 |
| Net Pipeline | 1,208,614 | 776,970 | 723,894 | 677,191 | 568,894 | 968,631 | 507,876 | 343,509 | 319,203 | 322,747 | 347,012 | 593,569 | 4,922,393 | 2,433,916 | 7,356,309 |
| Underground Storage | | | | | | | | | | | | | | | |
| Tennessee Storage | 0 | 12,413 | 65,490 | 61,265 | 65,044 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 204,212 | 0 | 204,212 |
| Tennessee FS-MA Storage Path | 0 | 12,413 | 65,490 | 61,265 | 65,044 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 204,212 | 0 | 204,212 |
| Union Dawn Storage | 0 | 824,114 | 916,157 | 868,904 | 803,660 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,412,835 | 0 | 3,412,835 |
| Union Dawn Storage Path | 0 | 824,114 | 916,157 | 868,904 | 803,660 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,412,835 | 0 | 3,412,835 |
| Net Storage | 0 | 836,527 | 981,647 | 930,169 | 868,704 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,617,047 | 0 | 3,617,047 |
| Peaking Supplies | | | | | | | | | | | | | | | |
| Baseload Delivered Supplies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lewiston LNG | 1,800 | 1,860 | 1,860 | 1,740 | 1,860 | 1,800 | 1,860 | 1,800 | 1,860 | 1,860 | 1,800 | 1,860 | 10,920 | 11,040 | 21,960 |
| Off-System Peaking / Incremental Supply | 0 | 89,707 | 285,716 | 131,938 | 92,527 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 599,888 | 0 | 599,888 |
| Total Peaking | 1,800 | 91,567 | 287,576 | 133,678 | 94,387 | 1,800 | 1,860 | 1,800 | 1,860 | 1,860 | 1,800 | 1,860 | 610,808 | 11,040 | 621,848 |
| NH Peaking Service - (On System) | 0 | -1,246 | -5,319 | -623 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -7,188 | 0 | -7,188 |
| ME Peaking Service - (On-System) | 0 | -1,049 | -6,138 | -682 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -7,869 | 0 | -7,869 |
| Net Peaking | 1,800 | 89,272 | 276,119 | 132,373 | 94,387 | 1,800 | 1,860 | 1,800 | 1,860 | 1,860 | 1,800 | 1,860 | 595,751 | 11,040 | 606,791 |
| Total NUI Commodity | 1,257,364 | 1,755,439 | 2,043,492 | 1,788,162 | 1,582,360 | 970,431 | 509,736 | 345,309 | 321,063 | 324,607 | 348,812 | 595,429 | 9,397,248 | 2,444,956 | 11,842,204 |
| Company Managed Sales | -48,750 | -52,670 | -61,832 | -48,430 | -50,375 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -262,057 | 0 | -262,057 |
| Net Commodity Costs | 1,208,614 | 1,702,769 | 1,981,660 | 1,739,732 | 1,531,985 | 970,431 | 509,736 | 345,309 | 321,063 | 324,607 | 348,812 | 595,429 | 9,135,191 | 2,444,956 | 11,580,147 |

REDACTED

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Northern Utilities, Inc.
Average Delivered Commodity Cost by Supply Source (\$/Dth)
November 2023 through October 2024

| Description | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 | Winter | Summer | Year |
|--------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Pipeline Supplies | | | | | | | | | | | | | | | |
| TGP Zone 4 300 Leg Supply | | | | | | | | | | | | | | | |
| Tennessee FS-MA Storage Path | | | | | | | | | | | | | | | |
| Dawn Supply | | | | | | | | | | | | | | | |
| Union Dawn Storage Path | | | | | | | | | | | | | | | |
| Leidy Hub | | | | | | | | | | | | | | | |
| Texas Eastern Zone M-3 | | | | | | | | | | | | | | | |
| Transco Zone 6, non-NY | | | | | | | | | | | | | | | |
| Algonquin Receipts Pipeline Path | | | | | | | | | | | | | | | |
| Tennessee Niagara Pipeline Path | | | | | | | | | | | | | | | |
| Tennessee Zone 0 | | | | | | | | | | | | | | | |
| Tennessee Zone L | | | | | | | | | | | | | | | |
| Tennessee Long-Haul Pipeline Path | | | | | | | | | | | | | | | |
| Iroquois Receipts Pipeline Path | | | | | | | | | | | | | | | |
| Atlantic Bridge Ramapo Pipeline Path | | | | | | | | | | | | | | | |
| Empress Proposed Pipeline Path | | | | | | | | | | | | | | | |
| Total Pipeline | | | | | | | | | | | | | | | |
| NH CM Pipeline (Leidy/M-3) | | | | | | | | | | | | | | | |
| ME CM Pipeline (Leidy/M-3) | | | | | | | | | | | | | | | |
| NH CM Pipeline (Transco) | | | | | | | | | | | | | | | |
| ME CM Pipeline (Transco) | | | | | | | | | | | | | | | |
| NH CM Pipeline (Iroq Rec) | | | | | | | | | | | | | | | |
| ME CM Pipeline (Iroq Rec) | | | | | | | | | | | | | | | |
| Net Pipeline | \$ 2.701 | \$ 4.427 | \$ 6.175 | \$ 5.986 | \$ 3.696 | \$ 2.710 | \$ 2.452 | \$ 2.416 | \$ 2.457 | \$ 2.481 | \$ 2.281 | \$ 2.511 | \$ 4.053 | \$ 2.441 | \$ 3.520 |
| Underground Storage | | | | | | | | | | | | | | | |
| Tennessee Storage | | \$ 1.940 | \$ 1.940 | \$ 1.940 | \$ 1.940 | | | | | | | | \$ 1.940 | | \$ 1.940 |
| Tennessee FS-MA Storage Path | | \$ 1.940 | \$ 1.940 | \$ 1.940 | \$ 1.940 | | | | | | | | \$ 1.940 | | \$ 1.940 |
| Union Dawn Storage | | \$ 2.635 | \$ 2.636 | \$ 2.635 | \$ 2.635 | | | | | | | | \$ 2.635 | | \$ 2.635 |
| Union Dawn Storage Path | | \$ 2.635 | \$ 2.636 | \$ 2.635 | \$ 2.635 | | | | | | | | \$ 2.635 | | \$ 2.635 |
| Net Storage | \$ 2.625 | \$ 2.590 | \$ 2.589 | \$ 2.583 | | | | | | | | | \$ 2.596 | | \$ 2.596 |
| Peaking Supplies | | | | | | | | | | | | | | | |
| Baseload Delivered Supplies | | | | | | | | | | | | | | | |
| Lewiston LNG | | | | | | | | | | | | | | | |
| Off-System Peaking / Incremental Su | | | | | | | | | | | | | | | |
| Total Peaking | | | | | | | | | | | | | | | |
| NH Peaking Service - (On System) | | | | | | | | | | | | | | | |
| ME Peaking Service - (On-System) | | | | | | | | | | | | | | | |
| Net Peaking | \$ 37.279 | \$ 29.965 | \$ 29.759 | \$ 30.024 | \$ 29.815 | \$ 20.632 | \$ 16.214 | \$ 14.758 | \$ 13.474 | \$ 13.474 | \$ 11.284 | \$ 10.575 | \$ 29.853 | \$ 13.300 | \$ 29.552 |
| Total NUI Commodity | \$ 2.768 | \$ 4.935 | \$ 7.889 | \$ 6.103 | \$ 4.659 | \$ 2.743 | \$ 2.502 | \$ 2.480 | \$ 2.521 | \$ 2.544 | \$ 2.327 | \$ 2.536 | \$ 5.237 | \$ 2.490 | \$ 4.670 |
| Company Managed Sales | \$ 3.141 | \$ 6.698 | \$ 14.428 | \$ 9.862 | \$ 4.210 | | | | | | | \$ 7.967 | \$ 7.967 | \$ 7.967 | \$ 7.967 |
| Net Commodity Costs | \$ 2.753 | \$ 4.880 | \$ 7.685 | \$ 5.999 | \$ 4.674 | \$ 2.743 | \$ 2.502 | \$ 2.480 | \$ 2.521 | \$ 2.544 | \$ 2.327 | \$ 2.536 | \$ 5.159 | \$ 2.490 | \$ 4.595 |

Source of Supply: TGP Zone 4 300 Leg Supply (Tennessee FS-MA Storage Path)

Denotes Confidential Information

| Line | City Gate Delivered Costs | Reference | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 |
|------|---|-------------------------------|------------|------------|-----------|-----------|-----------|------------|------------|-----------|-----------|-----------|------------|------------|
| 1 | Purchased Volumes | Line 9 | 64,327 | 53,872 | - | - | 453 | 64,327 | 66,471 | - | 15,875 | - | 64,327 | 66,471 |
| 2 | City Gate Delivered Volume | Line 35 | 63,377 | 53,077 | - | - | 446 | 63,377 | 65,490 | - | 15,641 | - | 63,377 | 65,490 |
| 3 | Total Purchase Cost | Line 15 | | | | | | | | | | | | |
| 4 | Variable Transportation Costs | Sum Lines 28 and 37 | | | | | | | | | | | | |
| 5 | Total City Gate Delivered Costs | Sum Lines 3 and 4 | \$ 6,684 | \$ 5,598 | \$ - | \$ - | \$ 47 | \$ 6,684 | \$ 6,907 | \$ - | \$ 1,650 | \$ - | \$ 6,684 | \$ 6,907 |
| 6 | Average Delivered Price | Line 5 divided by Line 2 | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | |
| 8 | <u>Tennessee Zone 4 Supply Costs</u> | | | | | | | | | | | | | |
| 9 | Purchased Volumes | PLEXOS Optimization | 64,327 | 53,872 | - | - | 453 | 64,327 | 66,471 | - | 15,875 | - | 64,327 | 66,471 |
| 10 | Monthly NYMEX Price | Att FXW-10, Line 18 of Page 1 | \$ 2,991 | \$ 3,453 | \$ 3,706 | \$ 3,634 | \$ 3,328 | \$ 3,052 | \$ 3,051 | \$ 3,161 | \$ 3,279 | \$ 3,320 | \$ 3,302 | \$ 3,395 |
| 11 | NYMEX Cost | Line 9 times Line 10 | \$ 192,402 | \$ 186,020 | \$ - | \$ - | \$ 1,507 | \$ 196,326 | \$ 202,803 | \$ - | \$ 52,054 | \$ - | \$ 212,407 | \$ 225,669 |
| 12 | NYMEX Basis Price | Att FXW-10, Line 8 of Page 1 | | | | | | | | | | | | |
| 13 | NYMEX Basis Costs | Line 9 times Line 12 | | | | | | | | | | | | |
| 14 | Total Purchase Price | Line 10 plus Line 12 | | | | | | | | | | | | |
| 15 | Total Purchase Cost | Line 11 plus Line 13 | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | |
| 17 | <u>Transportation Fuel Losses and Variable Charges</u> | | | | | | | | | | | | | |
| 18 | Tennessee Gas Pipeline (Contract 5265) | | | | | | | | | | | | | |
| 19 | Receipt Point: Tennessee Zone 4 Station 313 Pool | | | | | | | | | | | | | |
| 20 | Delivery Point: Pleasant St. (Interconnection with Granite) | | | | | | | | | | | | | |
| 21 | Total Contract Received Volume | PLEXOS Optimization | 64,327 | 66,471 | 66,471 | 62,183 | 66,471 | 64,327 | 66,471 | - | 15,875 | - | 64,327 | 66,471 |
| 22 | Received Volume | Line 14 | 64,327 | 53,872 | - | - | 453 | 64,327 | 66,471 | - | 15,875 | - | 64,327 | 66,471 |
| 23 | Percentage Allocated | Line 22 divided by Line 21 | 100.00% | 81.05% | 0.00% | 0.00% | 0.68% | 100.00% | 100.00% | 0.00% | 100.00% | 0.00% | 100.00% | 100.00% |
| 24 | Received Volume | Line 9 | 64,327 | 53,872 | - | - | 453 | 64,327 | 66,471 | - | 15,875 | - | 64,327 | 66,471 |
| 25 | Fuel Loss Rate | Att FXW-10, Line 40 of Page 2 | 1.13% | 1.13% | - | - | 1.13% | 1.13% | 1.13% | - | 1.13% | - | 1.13% | 1.13% |
| 26 | Delivered Volume | Line 24 times (1 - Line 25) | 63,600 | 53,263 | - | - | 448 | 63,600 | 65,720 | - | 15,696 | - | 63,600 | 65,720 |
| 27 | Variable Transportation Rate | Att FXW-10, Line 26 of Page 2 | \$ 0.1037 | \$ 0.1037 | \$ - | \$ - | \$ 0.1037 | \$ 0.1037 | \$ 0.1037 | \$ - | \$ 0.1037 | \$ - | \$ 0.1037 | \$ 0.1037 |
| 28 | Variable Transportation Costs | Line 26 times Line 27 | \$ 6,595 | \$ 5,523 | \$ - | \$ - | \$ 46 | \$ 6,595 | \$ 6,815 | \$ - | \$ 1,628 | \$ - | \$ 6,595 | \$ 6,815 |
| 29 | | | | | | | | | | | | | | |
| 30 | Granite State Gas Transmission (Contract 19-100-FT-NN) | | | | | | | | | | | | | |
| 31 | Receipt Point: Pleasant St. | | | | | | | | | | | | | |
| 32 | Delivery Point: Northern City Gates | | | | | | | | | | | | | |
| 33 | Received Volume | Line 26 | 63,600 | 53,263 | - | - | 448 | 63,600 | 65,720 | - | 15,696 | - | 63,600 | 65,720 |
| 34 | Fuel Loss Rate | Att FXW-10, Line 32 of Page 2 | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% |
| 35 | City Gate Delivered Volume | Line 33 times (1 - Line 34) | 63,377 | 53,077 | - | - | 446 | 63,377 | 65,490 | - | 15,641 | - | 63,377 | 65,490 |
| 36 | Variable Transportation Rate | Att FXW-10, Line 18 of Page 2 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 |
| 37 | Variable Transportation Costs | Line 35 times Line 36 | \$ 89 | \$ 74 | \$ - | \$ - | \$ 1 | \$ 89 | \$ 92 | \$ - | \$ 22 | \$ - | \$ 89 | \$ 92 |

Source of Supply: Leidy Hub

Denotes Confidential Information

| Line | City Gate Delivered Costs | Reference | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 |
|------|--|-------------------------------|-----------|------------|------------|------------|------------|----------|----------|----------|----------|----------|----------|----------|
| 1 | Purchased Volumes | Line 9 | 29,087 | 30,105 | 30,105 | 28,162 | 30,105 | - | - | - | - | - | - | - |
| 2 | City Gate Delivered Volume | Sum Lines 35 | 28,779 | 29,813 | 29,813 | 27,890 | 29,813 | - | - | - | - | - | - | - |
| 3 | Total Purchase Cost | Line 15 | | | | | | | | | | | | |
| 4 | Variable Transportation Costs | Sum Lines 37 | \$ 3,294 | \$ 3,406 | \$ 3,406 | \$ 3,187 | \$ 3,406 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 5 | Total City Gate Delivered Costs | Sum Lines 3 and 4 | | | | | | | | | | | | |
| 6 | Average Delivered Price | Line 5 divided by Line 2 | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | |
| 8 | <u>Texas Eastern Zone M-3 Purchases</u> | | | | | | | | | | | | | |
| 9 | Purchased Volumes | Sendout Optimization | 29,087 | 30,105 | 30,105 | 28,162 | 30,105 | - | - | - | - | - | - | - |
| 10 | Monthly NYMEX Price | Att FXW-10, Line 18 of Page 1 | \$ 2,991 | \$ 3,453 | \$ 3,706 | \$ 3,634 | \$ 3,328 | \$ 3,052 | \$ 3,051 | \$ 3,161 | \$ 3,279 | \$ 3,320 | \$ 3,302 | \$ 3,395 |
| 11 | NYMEX Cost | Line 9 times Line 10 | \$ 86,998 | \$ 103,951 | \$ 111,568 | \$ 102,342 | \$ 100,188 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 12 | NYMEX Basis Price | Att FXW-10, Line 7 of Page 1 | | | | | | | | | | | | |
| 13 | NYMEX Basis Costs | Line 9 times Line 12 | | | | | | | | | | | | |
| 14 | Total Purchase Price | Line 10 plus Line 12 | | | | | | | | | | | | |
| 15 | Total Purchase Cost | Line 11 plus Line 13 | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | |
| 17 | <u>Transportation Fuel Losses and Variable Charges</u> | | | | | | | | | | | | | |
| 18 | Texas Eastern Pipeline (Contract 800384) | | | | | | | | | | | | | |
| 19 | Receipt Point: Leidy Hub | | | | | | | | | | | | | |
| 20 | Delivery Point: Lambertville, NJ | | | | | | | | | | | | | |
| 21 | Received Volume | Line 15 | 29,087 | 30,105 | 30,105 | 28,162 | 30,105 | - | - | - | - | - | - | - |
| 22 | Fuel Loss Rate | Att FXW-10, Line 42 of Page 2 | 0.47% | 0.63% | 0.63% | 0.63% | 0.63% | - | - | - | - | - | - | - |
| 23 | Delivered Volume | Line 21 times (1 - Line 22) | 28,950 | 29,915 | 29,915 | 27,985 | 29,915 | - | - | - | - | - | - | - |
| 24 | Variable Transportation Rate | Att FXW-10, Line 28 of Page 2 | \$ 0.0749 | \$ 0.0749 | \$ 0.0749 | \$ 0.0749 | \$ 0.0749 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 25 | Variable Transportation Costs | Line 23 times Line 24 | \$ 2,168 | \$ 2,241 | \$ 2,241 | \$ 2,096 | \$ 2,241 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 26 | | | | | | | | | | | | | | |
| 27 | <u>Algonquin Pipeline (Contract 93201A1C)</u> | | | | | | | | | | | | | |
| 28 | Receipt Point: Lambertville, NJ | | | | | | | | | | | | | |
| 29 | Delivery Point: Bay State City Gate (Delivered to Northern via Exchange Agreement) | | | | | | | | | | | | | |
| 30 | Total Contract Received Volume | Sendout Optimization | 29,122 | 30,017 | 30,017 | 28,080 | 30,017 | - | - | - | - | - | - | - |
| 31 | Received Volume | Line 23 | 28,950 | 29,915 | 29,915 | 27,985 | 29,915 | - | - | - | - | - | - | - |
| 32 | Percentage Allocated | Line 31 divided by Line 30 | 99.41% | 99.66% | 99.66% | 99.66% | 99.66% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 33 | Received Volume | Line 15 | 28,950 | 29,915 | 29,915 | 27,985 | 29,915 | - | - | - | - | - | - | - |
| 34 | Fuel Loss Rate | Att FXW-10, Line 30 of Page 2 | 0.59% | 0.34% | 0.34% | 0.34% | 0.34% | - | - | - | - | - | - | - |
| 35 | City Gate Delivered Volume | Line 33 times (1 - Line 34) | 28,779 | 29,813 | 29,813 | 27,890 | 29,813 | - | - | - | - | - | - | - |
| 36 | Variable Transportation Rate | Att FXW-10, Line 16 of Page 2 | \$ 0.0391 | \$ 0.0391 | \$ 0.0391 | \$ 0.0391 | \$ 0.0391 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 37 | Variable Transportation Costs | Line 35 times Line 36 | \$ 1,125 | \$ 1,166 | \$ 1,166 | \$ 1,090 | \$ 1,166 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

Source of Supply: Texas Eastern Zone M-3

| Denotes Confidential Information | | | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 | 2021-2022 Winter | 2022 Summer |
|---|--|-------------------------------|-----------|-----------|-----------|-----------|-----------|----------|----------|----------|----------|----------|----------|----------|---------------------|----------------|
| Line | City Gate Delivered Costs | Reference | | | | | | | | | | | | | | |
| 1 | Purchased Volumes | Line 9 | 172 | 102 | 102 | 95 | 102 | - | - | - | - | - | - | - | - | - |
| 2 | City Gate Delivered Volume | Sum Lines 26 | 171 | 102 | 102 | 95 | 102 | - | - | - | - | - | - | - | - | - |
| 3 | Total Purchase Cost | Line 15 | | | | | | | | | | | | | | |
| 4 | Variable Transportation Costs | Sum Lines 28 | \$ 7 | \$ 4 | \$ 4 | \$ 4 | \$ 4 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 5 | Total City Gate Delivered Costs | Sum Lines 3 and 4 | | | | | | | | | | | | | | |
| 6 | Average Delivered Price | Line 5 divided by Line 2 | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | |
| 8 | Texas Eastern Zone M-3 Purchases | | | | | | | | | | | | | | | |
| 9 | Purchased Volumes | Sendout Optimization | 172 | 102 | 102 | 95 | 102 | - | - | - | - | - | - | - | - | - |
| 10 | Monthly NYMEX Price | Att FXW-10, Line 18 of Page 1 | \$ 2,991 | \$ 3,453 | \$ 3,706 | \$ 3,634 | \$ 3,328 | \$ 3,052 | \$ 3,051 | \$ 3,161 | \$ 3,279 | \$ 3,320 | \$ 3,302 | \$ 3,395 | - | - |
| 11 | NYMEX Cost | Line 9 times Line 10 | \$ 514 | \$ 352 | \$ 378 | \$ 347 | \$ 340 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 12 | NYMEX Basis Price | Att FXW-10, Line 6 of Page 1 | | | | | | | | | | | | | | |
| 13 | NYMEX Basis Costs | Line 9 times Line 12 | | | | | | | | | | | | | | |
| 14 | Total Purchase Price | Line 10 plus Line 12 | | | | | | | | | | | | | | |
| 15 | Total Purchase Cost | Line 11 plus Line 13 | | | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | | | |
| 17 | Transportation Fuel Losses and Variable Charges | | | | | | | | | | | | | | | |
| 18 | Algonquin Pipeline (Contract 93201A1C) | | | | | | | | | | | | | | | |
| 19 | Receipt Point: Lamberville, NJ | | | | | | | | | | | | | | | |
| 20 | Delivery Point: Bay State City Gate (Delivered to Northern via Exchange Agreement) | | | | | | | | | | | | | | | |
| 21 | Total Contract Received Volume | Sendout Optimization | 29,122 | 30,017 | 30,017 | 28,080 | 30,017 | - | - | - | - | - | - | - | - | - |
| 22 | Received Volume | Line 14 | 172 | 102 | 102 | 95 | 102 | - | - | - | - | - | - | - | - | - |
| 23 | Percentage Allocated | Line 22 divided by Line 21 | 0.59% | 0.34% | 0.34% | 0.34% | 0.34% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 24 | Received Volume | Line 15 | 172 | 102 | 102 | 95 | 102 | - | - | - | - | - | - | - | - | - |
| 25 | Fuel Loss Rate | Att FXW-10, Line 30 of Page 2 | 0.59% | 0.34% | 0.34% | 0.34% | 0.34% | - | - | - | - | - | - | - | - | - |
| 26 | City Gate Delivered Volume | Line 24 times (1 - Line 25) | 171 | 102 | 102 | 95 | 102 | - | - | - | - | - | - | - | 1.20% | 1.20% |
| 27 | Variable Transportation Rate | Att FXW-10, Line 16 of Page 2 | \$ 0.0391 | \$ 0.0391 | \$ 0.0391 | \$ 0.0391 | \$ 0.0391 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 28 | Variable Transportation Costs | Line 26 times Line 27 | \$ 7 | \$ 4 | \$ 4 | \$ 4 | \$ 4 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

Source of Supply: Transco Zone 6, non-NY

Denotes Confidential Information

| Line | City Gate Delivered Costs | Reference | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 |
|------|--|-------------------------------|-----------|-----------|-----------|-----------|-----------|----------|----------|----------|----------|----------|----------|----------|
| 1 | Purchased Volumes | Line 9 | 8,631 | 8,896 | 8,896 | 8,322 | 8,896 | - | - | - | - | - | - | - |
| 2 | City Gate Delivered Volume | Sum Lines 23 | 8,580 | 8,866 | 8,866 | 8,294 | 8,866 | - | - | - | - | - | - | - |
| 3 | Total Purchase Cost | Line 15 | | | | | | | | | | | | |
| 4 | Variable Transportation Costs | Sum Lines 25 | \$ 335 | \$ 347 | \$ 347 | \$ 324 | \$ 347 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 5 | Total City Gate Delivered Costs | Sum Lines 3 and 4 | | | | | | | | | | | | |
| 6 | Average Delivered Price | Line 5 divided by Line 2 | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | |
| 8 | Tranco Zone 6, non-NY Purchases | | | | | | | | | | | | | |
| 9 | Purchased Volumes | Sendout Optimization | 8,631 | 8,896 | 8,896 | 8,322 | 8,896 | - | - | - | - | - | - | - |
| 10 | Monthly NYMEX Price | Att FXW-10, Line 18 of Page 1 | \$ 2,991 | \$ 3,453 | \$ 3,706 | \$ 3,634 | \$ 3,328 | \$ 3,052 | \$ 3,051 | \$ 3,161 | \$ 3,279 | \$ 3,320 | \$ 3,302 | \$ 3,395 |
| 11 | NYMEX Cost | Line 9 times Line 10 | \$ 25,815 | \$ 30,719 | \$ 32,969 | \$ 30,243 | \$ 29,607 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 12 | NYMEX Basis Price | Att FXW-10, Line 5 of Page 1 | | | | | | | | | | | | |
| 13 | NYMEX Basis Costs | Line 9 times Line 12 | | | | | | | | | | | | |
| 14 | Total Purchase Price | Line 10 plus Line 12 | | | | | | | | | | | | |
| 15 | Total Purchase Cost | Line 11 plus Line 13 | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | |
| 17 | Transportation Fuel Losses and Variable Charges | | | | | | | | | | | | | |
| 18 | Algonquin Pipeline (Contract 93201A1C) | | | | | | | | | | | | | |
| 19 | Receipt Point: Centerville, NJ | | | | | | | | | | | | | |
| 20 | Delivery Point: Bay State City Gate (Delivered to Northern via Exchange Agreement) | | | | | | | | | | | | | |
| 21 | Received Volume | Line 15 | 8,631 | 8,896 | 8,896 | 8,322 | 8,896 | - | - | - | - | - | - | - |
| 22 | Fuel Loss Rate | Att FXW-10, Line 30 of Page 2 | 0.59% | 0.34% | 0.34% | 0.34% | 0.34% | | | | | | | |
| 23 | City Gate Delivered Volume | Line 21 times (1 - Line 22) | 8,580 | 8,866 | 8,866 | 8,294 | 8,866 | - | - | - | - | - | - | - |
| 24 | Variable Transportation Rate | Att FXW-10, Line 16 of Page 2 | \$ 0.0391 | \$ 0.0391 | \$ 0.0391 | \$ 0.0391 | \$ 0.0391 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 25 | Variable Transportation Costs | Line 23 times Line 24 | \$ 335 | \$ 347 | \$ 347 | \$ 324 | \$ 347 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

Source of Supply: Tennessee Niagara Pipeline Path

Denotes Confidential Information

| Line | City Gate Delivered Costs | Reference | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 |
|------|---|-------------------------------|------------|------------|------------|------------|------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|
| 1 | Purchased Volumes | Line 9 | 53,836 | 55,631 | 55,631 | 52,042 | 55,631 | 53,836 | 21,706 | - | - | - | 1,736 | 28,624 |
| 2 | City Gate Delivered Volume | Line 41 | 53,213 | 54,987 | 54,987 | 51,439 | 54,987 | 53,213 | 21,455 | - | - | - | 1,716 | 28,293 |
| 3 | Total Purchase Cost | Line 15 | | | | | | | | | | | | |
| 4 | Variable Transportation Costs | Sum Lines 25, 34 and 43 | \$ 4,261 | \$ 4,403 | \$ 4,403 | \$ 4,119 | \$ 4,403 | \$ 4,261 | \$ 1,718 | \$ - | \$ - | \$ - | \$ 137 | \$ 2,266 |
| 5 | Total City Gate Delivered Costs | Sum Lines 3 and 4 | | | | | | | | | | | | |
| 6 | Average Delivered Price | Line 5 divided by Line 2 | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | |
| 8 | <u>Niagara Supply Costs</u> | | | | | | | | | | | | | |
| 9 | Purchased Volumes | Sendout Optimization | 53,836 | 55,631 | 55,631 | 52,042 | 55,631 | 53,836 | 21,706 | - | - | - | 1,736 | 28,624 |
| 10 | Monthly NYMEX Price | Att FXW-10, Line 18 of Page 1 | \$ 2,991 | \$ 3,453 | \$ 3,706 | \$ 3,634 | \$ 3,328 | \$ 3,052 | \$ 3,051 | | | | \$ 3,302 | \$ 3,395 |
| 11 | NYMEX Cost | Line 9 times Line 10 | \$ 161,024 | \$ 192,092 | \$ 206,167 | \$ 189,119 | \$ 185,139 | \$ 164,308 | \$ 66,226 | \$ - | \$ - | \$ - | \$ 5,734 | \$ 97,178 |
| 12 | NYMEX Basis Price | Att FXW-10, Line 3 of Page 1 | | | | | | | | | | | | |
| 13 | NYMEX Basis Costs | Line 9 times Line 12 | | | | | | | | | | | | |
| 14 | Total Purchase Price | Line 10 plus Line 12 | | | | | | | | | | | | |
| 15 | Total Purchase Cost | Line 11 plus Line 13 | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | |
| 17 | <u>Transportation Fuel Losses and Variable Charges</u> | | | | | | | | | | | | | |
| 18 | Tennessee Gas Pipeline (Contract 5292) | | | | | | | | | | | | | |
| 19 | Receipt Point: Niagara | | | | | | | | | | | | | |
| 20 | Delivery Point: Pleasant St. (Interconnection with Granite) | | | | | | | | | | | | | |
| 21 | Received Volume | Line 9 | 32,423 | 33,503 | 33,503 | 31,342 | 33,503 | 32,423 | 13,666 | - | - | - | 1,023 | 17,662 |
| 22 | Fuel Loss Rate | Att FXW-10, Line 41 of Page 2 | 0.81% | 0.81% | 0.81% | 0.81% | 0.81% | 0.81% | 0.81% | - | - | - | 0.81% | 0.81% |
| 23 | Delivered Volume | Line 21 times (1 - Line 22) | 32,160 | 33,232 | 33,232 | 31,088 | 33,232 | 32,160 | 13,556 | - | - | - | 1,014 | 17,519 |
| 24 | Variable Transportation Rate | Att FXW-10, Line 27 of Page 2 | \$ 0.0784 | \$ 0.0784 | \$ 0.0784 | \$ 0.0784 | \$ 0.0784 | \$ 0.0784 | \$ 0.0784 | \$ - | \$ - | \$ - | \$ 0.0784 | \$ 0.0784 |
| 25 | Variable Transportation Costs | Line 23 times Line 24 | \$ 2,521 | \$ 2,605 | \$ 2,605 | \$ 2,437 | \$ 2,605 | \$ 2,521 | \$ 1,063 | \$ - | \$ - | \$ - | \$ 80 | \$ 1,374 |
| 26 | | | | | | | | | | | | | | |
| 27 | Tennessee Gas Pipeline (Contract 39735) | | | | | | | | | | | | | |
| 28 | Receipt Point: Niagara | | | | | | | | | | | | | |
| 29 | Delivery Point: Pleasant St. (Interconnection with Granite) | | | | | | | | | | | | | |
| 30 | Received Volume | Line 9 | 21,413 | 22,127 | 22,127 | 20,700 | 22,127 | 21,413 | 8,040 | - | - | - | 714 | 10,961 |
| 31 | Fuel Loss Rate | Att FXW-10, Line 41 of Page 2 | 0.81% | 0.81% | 0.81% | 0.81% | 0.81% | 0.81% | 0.81% | - | - | - | 0.81% | 0.81% |
| 32 | Delivered Volume | Line 30 times (1 - Line 31) | 21,240 | 21,948 | 21,948 | 20,532 | 21,948 | 21,240 | 7,975 | - | - | - | 708 | 10,873 |
| 33 | Variable Transportation Rate | Att FXW-10, Line 27 of Page 2 | \$ 0.0784 | \$ 0.0784 | \$ 0.0784 | \$ 0.0784 | \$ 0.0784 | \$ 0.0784 | \$ 0.0784 | \$ - | \$ - | \$ - | \$ 0.0784 | \$ 0.0784 |
| 34 | Variable Transportation Costs | Line 32 times Line 33 | \$ 1,665 | \$ 1,721 | \$ 1,721 | \$ 1,610 | \$ 1,721 | \$ 1,665 | \$ 625 | \$ - | \$ - | \$ - | \$ 56 | \$ 852 |
| 35 | | | | | | | | | | | | | | |
| 36 | Granite State Gas Transmission (Contract 19-100-FT-NN) | | | | | | | | | | | | | |
| 37 | Receipt Point: Pleasant St. | | | | | | | | | | | | | |
| 38 | Delivery Point: Northern City Gates | | | | | | | | | | | | | |
| 39 | Received Volume | Line 32 | 53,400 | 55,180 | 55,180 | 51,620 | 55,180 | 53,400 | 21,531 | - | - | - | 1,722 | 28,392 |
| 40 | Fuel Loss Rate | Att FXW-10, Line 32 of Page 2 | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% |
| 41 | City Gate Delivered Volume | Line 39 times (1 - Line 40) | 53,213 | 54,987 | 54,987 | 51,439 | 54,987 | 53,213 | 21,455 | - | - | - | 1,716 | 28,293 |
| 42 | Variable Transportation Rate | Att FXW-10, Line 18 of Page 2 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 |
| 43 | Variable Transportation Costs | Line 41 times Line 42 | \$ 74 | \$ 77 | \$ 77 | \$ 72 | \$ 77 | \$ 74 | \$ 30 | \$ - | \$ - | \$ - | \$ 2 | \$ 40 |

Source of Supply: Iroquois Receipts Pipeline Path

Denotes Confidential Information

Table with columns for months (Nov-23 to Oct-24) and rows for various costs and volumes (e.g., City Gate Delivered Costs, Purchased Volumes, Fuel Loss Rate, etc.)

Source of Supply: Tennessee Zone 0

Denotes Confidential Information

| Line | City Gate Delivered Costs | Reference | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 | |
|------|---|-------------------------------|------------|------------|------------|------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--|
| 1 | Purchased Volumes | Line 51 | 54,785 | 113,610 | 113,610 | 106,280 | 56,611 | - | - | - | - | - | - | - | |
| 2 | City Gate Delivered Volume | Line 62 | 52,316 | 108,491 | 108,491 | 101,492 | 54,060 | - | - | - | - | - | - | - | |
| 3 | Total Purchase Cost | Line 2 times Line 3 | | | | | | | | | | | | | |
| 4 | Variable Transportation Costs | Sum Lines 55 and 64 | | | | | | | | | | | | | |
| 5 | Total City Gate Delivered Costs | Sum Lines 4 and 5 | \$ 16,353 | \$ 33,913 | \$ 33,913 | \$ 31,725 | \$ 16,899 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 6 | Average Delivered Price | Line 6 divided by Line 2 | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | |
| 8 | <u>Tennessee Zone 0 Supply Costs</u> | | | | | | | | | | | | | | |
| 9 | Block 1 Nov-Mar NYMEX Lock Volume | | - | - | - | - | - | - | - | - | - | - | - | - | |
| 10 | Block 1 Nov-Mar NYMEX Lock Price | | | | | | | | | | | | | | |
| 11 | Block 1 Nov-Mar NYMEX Lock Cost | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 12 | Block 1 Dec-Feb NYMEX Lock Volume | | | 27,125 | 27,125 | 25,375 | | | | | | | | | |
| 13 | Block 1 Dec-Feb NYMEX Lock Price | | | \$ 3,675 | \$ 3,675 | \$ 3,675 | | | | | | | | | |
| 14 | Block 1 Dec-Feb NYMEX Lock Cost | | | \$ 99,684 | \$ 99,684 | \$ 93,253 | | | | | | | | | |
| 15 | Block 2 Nov-Mar NYMEX Lock Volume | | - | - | - | - | - | - | - | - | - | - | - | - | |
| 16 | Block 2 Nov-Mar NYMEX Lock Price | | | | | | | | | | | | | | |
| 17 | Block 2 Nov-Mar NYMEX Lock Cost | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 18 | Block 2 Dec-Feb NYMEX Lock Volume | | | 27,125 | 27,125 | 25,375 | | | | | | | | | |
| 19 | Block 2 Dec-Feb NYMEX Lock Price | | | \$ 3,750 | \$ 3,750 | \$ 3,750 | | | | | | | | | |
| 20 | Block 2 Dec-Feb NYMEX Lock Cost | | | \$ 101,719 | \$ 101,719 | \$ 95,156 | | | | | | | | | |
| 21 | Block 3 Nov-Mar NYMEX Lock Volume | | - | - | - | - | - | - | - | - | - | - | - | - | |
| 22 | Block 3 Nov-Mar NYMEX Lock Price | | | | | | | | | | | | | | |
| 23 | Block 3 Nov-Mar NYMEX Lock Cost | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 24 | Block 3 Dec-Feb NYMEX Lock Volume | | | 27,125 | 27,125 | 25,375 | | | | | | | | | |
| 25 | Block 3 Dec-Feb NYMEX Lock Price | | | \$ 3,887 | \$ 3,887 | \$ 3,887 | | | | | | | | | |
| 26 | Block 3 Dec-Feb NYMEX Lock Cost | | | \$ 105,435 | \$ 105,435 | \$ 98,633 | | | | | | | | | |
| 27 | Block 4 Nov-Mar NYMEX Lock Volume | | - | - | - | - | - | - | - | - | - | - | - | - | |
| 28 | Block 4 Nov-Mar NYMEX Lock Price | | | | | | | | | | | | | | |
| 29 | Block 4 Nov-Mar NYMEX Lock Cost | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 30 | Block 4 Dec-Feb NYMEX Lock Volume | | | - | - | - | - | - | - | - | - | - | - | - | |
| 31 | Block 4 Dec-Feb NYMEX Lock Price | | | | | | | | | | | | | | |
| 32 | Block 4 Dec-Feb NYMEX Lock Cost | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 33 | Total NYMEX Lock Volume | | - | 81,375 | 81,375 | 76,125 | - | - | - | - | - | - | - | - | |
| 34 | Weighted Average NYMEX Lock Price | | | \$ 3,771 | \$ 3,771 | \$ 3,771 | | | | | | | | | |
| 35 | Total NYMEX Lock Cost | | \$ - | \$ 306,838 | \$ 306,838 | \$ 287,042 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 36 | NYMEX Variable Volume | | 54,785 | 32,235 | 32,235 | 30,155 | 56,611 | - | - | - | - | - | - | - | |
| 37 | Monthly NYMEX Price | | \$ 2,991 | \$ 3,453 | \$ 3,706 | \$ 3,634 | \$ 3,328 | \$ 3,052 | \$ 3,051 | \$ 3,161 | \$ 3,279 | \$ 3,320 | \$ 3,302 | \$ 3,395 | |
| 38 | Total NYMEX Variable Cost | | \$ 163,860 | \$ 111,306 | \$ 119,461 | \$ 109,583 | \$ 188,400 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 39 | Purchased Volumes | Sendout Optimization | 54,785 | 113,610 | 113,610 | 106,280 | 56,611 | - | - | - | - | - | - | - | |
| 40 | Average NYMEX Price | Att FXW-10, Line 18 of Page 1 | \$ 2,991 | \$ 3,681 | \$ 3,752 | \$ 3,732 | \$ 3,328 | | | | | | | | |
| 41 | NYMEX Cost | Line 9 times Line 10 | \$ 163,860 | \$ 418,144 | \$ 426,299 | \$ 396,625 | \$ 188,400 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 42 | NYMEX Basis Price | Att FXW-10, Line 1 of Page 1 | | | | | | | | | | | | | |
| 43 | NYMEX Basis Costs | Line 9 times Line 12 | | | | | | | | | | | | | |
| 44 | Total Purchase Price | Line 10 plus Line 12 | | | | | | | | | | | | | |
| 45 | Total Purchase Cost | Line 11 plus Line 13 | | | | | | | | | | | | | |
| 46 | | | | | | | | | | | | | | | |
| 47 | <u>Transportation Fuel Losses and Variable Charges</u> | | | | | | | | | | | | | | |
| 48 | Tennessee Gas Pipeline (Contract 5083) | | | | | | | | | | | | | | |
| 49 | Receipt Point: Tennessee Zone 0 | | | | | | | | | | | | | | |
| 50 | Delivery Point: Pleasant St. (Interconnection with Granite) | | | | | | | | | | | | | | |
| 51 | Received Volume | Line 39 | 54,785 | 113,610 | 113,610 | 106,280 | 56,611 | - | - | - | - | - | - | - | |
| 52 | Fuel Loss Rate | Att FXW-10, Line 38 of Page 2 | 4.17% | 4.17% | 4.17% | 4.17% | 4.17% | - | - | - | - | - | - | - | |
| 53 | Delivered Volume | Line 51 times (1 - Line 52) | 52,500 | 108,872 | 108,872 | 101,848 | 54,250 | - | - | - | - | - | - | - | |
| 54 | Variable Transportation Rate | Att FXW-10, Line 24 of Page 2 | \$ 0.3101 | \$ 0.3101 | \$ 0.3101 | \$ 0.3101 | \$ 0.3101 | | | | | | | | |
| 55 | Variable Transportation Costs | Line 53 times Line 54 | \$ 16,280 | \$ 33,761 | \$ 33,761 | \$ 31,583 | \$ 16,823 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 56 | | | | | | | | | | | | | | | |
| 57 | Granite State Gas Transmission (Contract 19-100-FT-NN) | | | | | | | | | | | | | | |
| 58 | Receipt Point: Pleasant St. | | | | | | | | | | | | | | |
| 59 | Delivery Point: Northern City Gates | | | | | | | | | | | | | | |
| 60 | Received Volume | Line 53 | 52,500 | 108,872 | 108,872 | 101,848 | 54,250 | - | - | - | - | - | - | - | |
| 61 | Fuel Loss Rate | Att FXW-10, Line 32 of Page 2 | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | |
| 62 | City Gate Delivered Volume | Line 60 times (1 - Line 61) | 52,316 | 108,491 | 108,491 | 101,492 | 54,060 | - | - | - | - | - | - | - | |
| 63 | Variable Transportation Rate | Att FXW-10, Line 18 of Page 2 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | |
| 64 | Variable Transportation Costs | Line 62 times Line 63 | \$ 73 | \$ 152 | \$ 152 | \$ 142 | \$ 76 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |

Source of Supply: Tennessee Zone L

Denotes Confidential Information

| Line | City Gate Delivered Costs | Reference | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 | |
|------|---|-------------------------------|------------|------------|------------|------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--|
| 1 | Purchased Volumes | Line 51 | 101,183 | 209,755 | 209,755 | 196,223 | 104,556 | - | - | - | - | - | - | - | |
| 2 | City Gate Delivered Volume | Line 62 | 97,159 | 201,413 | 201,413 | 188,418 | 100,397 | - | - | - | - | - | - | - | |
| 3 | Total Purchase Cost | Line 2 times Line 3 | | | | | | | | | | | | | |
| 4 | Variable Transportation Costs | Sum Lines 55 and 64 | | | | | | | | | | | | | |
| 5 | Total City Gate Delivered Costs | Sum Lines 4 and 5 | \$ 26,490 | \$ 54,915 | \$ 54,915 | \$ 51,372 | \$ 27,373 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 6 | Average Delivered Price | Line 6 divided by Line 2 | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | |
| 8 | <u>Tennessee Zone L Supply Costs</u> | | | | | | | | | | | | | | |
| 9 | Block 1 Nov-Mar NYMEX Lock Volume | | - | - | - | - | - | - | - | - | - | - | - | - | |
| 10 | Block 1 Nov-Mar NYMEX Lock Price | | | | | | | | | | | | | | |
| 11 | Block 1 Nov-Mar NYMEX Lock Cost | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 12 | Block 1 Dec-Feb NYMEX Lock Volume | | | 50,375 | 50,375 | 47,125 | | | | | | | | | |
| 13 | Block 1 Dec-Feb NYMEX Lock Price | | | \$ 3,675 | \$ 3,675 | \$ 3,675 | | | | | | | | | |
| 14 | Block 1 Dec-Feb NYMEX Lock Cost | | | \$ 185,128 | \$ 185,128 | \$ 173,184 | | | | | | | | | |
| 15 | Block 2 Nov-Mar NYMEX Lock Volume | | - | - | - | - | - | - | - | - | - | - | - | - | |
| 16 | Block 2 Nov-Mar NYMEX Lock Price | | | | | | | | | | | | | | |
| 17 | Block 2 Nov-Mar NYMEX Lock Cost | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 18 | Block 2 Dec-Feb NYMEX Lock Volume | | | 50,375 | 50,375 | 47,125 | | | | | | | | | |
| 19 | Block 2 Dec-Feb NYMEX Lock Price | | | \$ 3,750 | \$ 3,750 | \$ 3,750 | | | | | | | | | |
| 20 | Block 2 Dec-Feb NYMEX Lock Cost | | | \$ 188,906 | \$ 188,906 | \$ 176,719 | | | | | | | | | |
| 21 | Block 3 Nov-Mar NYMEX Lock Volume | | - | - | - | - | - | - | - | - | - | - | - | - | |
| 22 | Block 3 Nov-Mar NYMEX Lock Price | | | | | | | | | | | | | | |
| 23 | Block 3 Nov-Mar NYMEX Lock Cost | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 24 | Block 3 Dec-Feb NYMEX Lock Volume | | | 50,375 | 50,375 | 47,125 | | | | | | | | | |
| 25 | Block 3 Dec-Feb NYMEX Lock Price | | | \$ 3,887 | \$ 3,887 | \$ 3,887 | | | | | | | | | |
| 26 | Block 3 Dec-Feb NYMEX Lock Cost | | | \$ 195,808 | \$ 195,808 | \$ 183,175 | | | | | | | | | |
| 27 | Block 4 Nov-Mar NYMEX Lock Volume | | - | - | - | - | - | - | - | - | - | - | - | - | |
| 28 | Block 4 Nov-Mar NYMEX Lock Price | | | | | | | | | | | | | | |
| 29 | Block 4 Nov-Mar NYMEX Lock Cost | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 30 | Block 4 Dec-Feb NYMEX Lock Volume | | | - | - | - | - | - | - | - | - | - | - | - | |
| 31 | Block 4 Dec-Feb NYMEX Lock Price | | | | | | | | | | | | | | |
| 32 | Block 4 Dec-Feb NYMEX Lock Cost | | | | | | | | | | | | | | |
| 33 | Total NYMEX Lock Volume | | - | 151,125 | 151,125 | 141,375 | - | - | - | - | - | - | - | - | |
| 34 | Weighted Average NYMEX Lock Price | | | \$ 3,771 | \$ 3,771 | \$ 3,771 | | | | | | | | | |
| 35 | Total NYMEX Lock Cost | | \$ - | \$ 569,842 | \$ 569,842 | \$ 533,078 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 36 | NYMEX Variable Volume | | 101,183 | 58,630 | 58,630 | 54,848 | 104,556 | - | - | - | - | - | - | - | |
| 37 | Monthly NYMEX Price | | \$ 2,991 | \$ 3,453 | \$ 3,706 | \$ 3,634 | \$ 3,328 | \$ 3,052 | \$ 3,051 | \$ 3,161 | \$ 3,279 | \$ 3,320 | \$ 3,302 | \$ 3,395 | |
| 38 | Total NYMEX Variable Cost | | \$ 302,639 | \$ 202,450 | \$ 217,283 | \$ 199,316 | \$ 347,962 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 39 | Purchased Volumes | Sendout Optimization | 101,183 | 209,755 | 209,755 | 196,223 | 104,556 | - | - | - | - | - | - | - | |
| 40 | Average NYMEX Price | Att FXW-10, Line 18 of Page 1 | \$ 2,991 | \$ 3,682 | \$ 3,753 | \$ 3,732 | \$ 3,328 | | | | | | | | |
| 41 | NYMEX Cost | Line 9 times Line 10 | \$ 302,639 | \$ 772,292 | \$ 787,125 | \$ 732,394 | \$ 347,962 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 42 | NYMEX Basis Price | Att FXW-10, Line 2 of Page 1 | | | | | | | | | | | | | |
| 43 | NYMEX Basis Costs | Line 9 times Line 12 | | | | | | | | | | | | | |
| 44 | Total Purchase Price | Line 10 plus Line 12 | | | | | | | | | | | | | |
| 45 | Total Purchase Cost | Line 11 plus Line 13 | | | | | | | | | | | | | |
| 46 | | | | | | | | | | | | | | | |
| 47 | <u>Transportation Fuel Losses and Variable Charges</u> | | | | | | | | | | | | | | |
| 48 | Tennessee Gas Pipeline (Contract 5083) | | | | | | | | | | | | | | |
| 49 | Receipt Point: Tennessee Zone L | | | | | | | | | | | | | | |
| 50 | Delivery Point: Pleasant St. (Interconnection with Granite) | | | | | | | | | | | | | | |
| 51 | Received Volume | Line 39 | 101,183 | 209,755 | 209,755 | 196,223 | 104,556 | - | - | - | - | - | - | - | |
| 52 | Fuel Loss Rate | Att FXW-10, Line 39 of Page 2 | 3.64% | 3.64% | 3.64% | 3.64% | 3.64% | - | - | - | - | - | - | - | |
| 53 | Delivered Volume | Line 51 times (1 - Line 52) | 97,500 | 202,120 | 202,120 | 189,080 | 100,750 | - | - | - | - | - | - | - | |
| 54 | Variable Transportation Rate | Att FXW-10, Line 25 of Page 2 | \$ 0.2703 | \$ 0.2703 | \$ 0.2703 | \$ 0.2703 | \$ 0.2703 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 55 | Variable Transportation Costs | Line 53 times Line 54 | \$ 26,354 | \$ 54,633 | \$ 54,633 | \$ 51,108 | \$ 27,233 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 56 | | | | | | | | | | | | | | | |
| 57 | Granite State Gas Transmission (Contract 19-100-FT-NN) | | | | | | | | | | | | | | |
| 58 | Receipt Point: Pleasant St. | | | | | | | | | | | | | | |
| 59 | Delivery Point: Northern City Gates | | | | | | | | | | | | | | |
| 60 | Received Volume | Line 53 | 97,500 | 202,120 | 202,120 | 189,080 | 100,750 | - | - | - | - | - | - | - | |
| 61 | Fuel Loss Rate | Att FXW-10, Line 32 of Page 2 | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | |
| 62 | City Gate Delivered Volume | Line 60 times (1 - Line 61) | 97,159 | 201,413 | 201,413 | 188,418 | 100,397 | - | - | - | - | - | - | - | |
| 63 | Variable Transportation Rate | Att FXW-10, Line 18 of Page 2 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | |
| 64 | Variable Transportation Costs | Line 62 times Line 63 | \$ 136 | \$ 282 | \$ 282 | \$ 264 | \$ 141 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |

Source of Supply: Atlantic Bridge Ramapo Pipeline Path

Denotes Confidential Information

| Line | City Gate Delivered Costs | Reference | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 |
|------|--|-------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|--------|-----------|------------|------------|
| 1 | Purchased Volumes | Line 9 | 179,555 | 188,276 | 188,276 | 176,129 | 188,276 | 179,863 | 185,859 | 179,863 | - | 20,109 | 179,863 | 185,859 |
| 2 | City Gate Delivered Volume | Sum Lines 32 | 171,600 | 177,320 | 177,320 | 165,880 | 177,320 | 171,600 | 177,320 | 171,600 | - | 19,185 | 171,600 | 177,320 |
| 3 | Total Purchase Cost | Line 15 | | | | | | | | | | | | |
| 4 | Variable Transportation Costs | Sum Lines 34 | \$ 10,620 | \$ 10,974 | \$ 10,974 | \$ 10,266 | \$ 10,974 | \$ 10,638 | \$ 10,993 | \$ 10,638 | \$ - | \$ 1,189 | \$ 10,638 | \$ 10,993 |
| 5 | Total City Gate Delivered Costs | Sum Lines 3 and 4 | | | | | | | | | | | | |
| 6 | Average Delivered Price | Line 5 divided by Line 2 | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | |
| 8 | <u>Ramapo Supply Purchases</u> | | | | | | | | | | | | | |
| 9 | Purchased Volumes | Sendout Optimization | 179,555 | 188,276 | 188,276 | 176,129 | 188,276 | 179,863 | 185,859 | 179,863 | - | 20,109 | 179,863 | 185,859 |
| 10 | Monthly NYMEX Price | Att FXW-10, Line 18 of Page 1 | \$ 2,991 | \$ 3,453 | \$ 3,706 | \$ 3,634 | \$ 3,328 | \$ 3,052 | \$ 3,051 | \$ 3,161 | | \$ 3,320 | \$ 3,302 | \$ 3,395 |
| 11 | NYMEX Cost | Line 9 times Line 10 | \$ 537,049 | \$ 650,117 | \$ 697,751 | \$ 640,053 | \$ 626,582 | \$ 548,943 | \$ 567,055 | \$ 568,548 | \$ - | \$ 66,761 | \$ 593,909 | \$ 630,991 |
| 12 | NYMEX Basis Price | Att FXW-10, Line 13 of Page 1 | | | | | | | | | | | | |
| 13 | NYMEX Basis Costs | Line 9 times Line 12 | | | | | | | | | | | | |
| 14 | Total Purchase Price | Line 10 plus Line 12 | | | | | | | | | | | | |
| 15 | Total Purchase Cost | Line 11 plus Line 13 | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | |
| 17 | <u>Transportation Fuel Losses and Variable Charges</u> | | | | | | | | | | | | | |
| 18 | Algonquin Pipeline (Contract 510939) | | | | | | | | | | | | | |
| 19 | Receipt Point: Ramapo, NJ | | | | | | | | | | | | | |
| 20 | Delivery Point: Beverly | | | | | | | | | | | | | |
| 21 | Received Volume | Line 15 | 179,555 | 188,276 | 188,276 | 176,129 | 188,276 | 179,863 | 185,859 | 179,863 | - | 20,109 | 179,863 | 185,859 |
| 22 | Fuel Loss Rate | Att FXW-10, Line 31 of Page 2 | 3.65% | 5.05% | 5.05% | 5.05% | 5.05% | 3.65% | 3.65% | 3.65% | | 3.65% | 3.65% | 3.65% |
| 23 | Delivered Volume | Line 21 times (1 - Line 22) | 173,001 | 178,768 | 178,768 | 167,235 | 178,768 | 173,298 | 179,075 | 173,298 | - | 19,375 | 173,298 | 179,075 |
| 24 | Variable Transportation Rate | Att FXW-10, Line 17 of Page 2 | \$ 0.0600 | \$ 0.0600 | \$ 0.0600 | \$ 0.0600 | \$ 0.0600 | \$ 0.0600 | \$ 0.0600 | \$ 0.0600 | \$ - | \$ 0.0600 | \$ 0.0600 | \$ 0.0600 |
| 25 | Variable Transportation Costs | Line 23 times Line 24 | \$ 10,380 | \$ 10,726 | \$ 10,726 | \$ 10,034 | \$ 10,726 | \$ 10,398 | \$ 10,744 | \$ 10,398 | \$ - | \$ 1,162 | \$ 10,398 | \$ 10,744 |
| 26 | | | | | | | | | | | | | | |
| 27 | Maritimes Pipeline (Contract 210363) | | | | | | | | | | | | | |
| 28 | Receipt Point: Beverly | | | | | | | | | | | | | |
| 29 | Delivery Point: Lewiston City-Gate | | | | | | | | | | | | | |
| 30 | Received Volume | Line 15 | 173,001 | 178,768 | 178,768 | 167,235 | 178,768 | 173,298 | 179,075 | 173,298 | - | 19,375 | 173,298 | 179,075 |
| 31 | Fuel Loss Rate | Att FXW-10, Line 34 of Page 2 | 0.81% | 0.81% | 0.81% | 0.81% | 0.81% | 0.98% | 0.98% | 0.98% | | 0.98% | 0.98% | 0.98% |
| 32 | City Gate Delivered Volume | Line 30 times (1 - Line 31) | 171,600 | 177,320 | 177,320 | 165,880 | 177,320 | 171,600 | 177,320 | 171,600 | - | 19,185 | 171,600 | 177,320 |
| 33 | Variable Transportation Rate | Att FXW-10, Line 20 of Page 2 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ - | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 |
| 34 | Variable Transportation Costs | Line 32 times Line 33 | \$ 240 | \$ 248 | \$ 248 | \$ 232 | \$ 248 | \$ 240 | \$ 248 | \$ 240 | \$ - | \$ 27 | \$ 240 | \$ 248 |

Source of Supply: Tennessee Storage

| Line | City Gate Delivered Costs | Reference | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 | |
|------|---|--|-----------|-----------|------------|------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--|
| 2 | Gross Withdrawn Volume | Line 10 | - | 12,599 | 66,471 | 62,183 | 66,018 | - | - | - | - | - | - | - | |
| 3 | City Gate Delivered Volume | Line 38 | - | 12,413 | 65,490 | 61,265 | 65,044 | - | - | - | - | - | - | - | |
| 4 | Total Withdrawal Costs | Line 18 | \$ - | \$ 22,775 | \$ 120,160 | \$ 112,408 | \$ 119,341 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 5 | Variable Transportation Costs | Sum Lines 31 and 40 | \$ - | \$ 1,309 | \$ 6,907 | \$ 6,461 | \$ 6,860 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 6 | Total City Gate Delivered Costs | Line 3 plus Line 4 | \$ - | \$ 24,084 | \$ 127,067 | \$ 118,869 | \$ 126,201 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 7 | Average Delivered Price | Line 5 divided by Line 2 | | \$ 1.940 | \$ 1.940 | \$ 1.940 | \$ 1.940 | | | | | | | | |
| 8 | | | | | | | | | | | | | | | |
| 9 | <u>Tennessee Storage Withdrawals</u> | | | | | | | | | | | | | | |
| 10 | Gross Withdrawn Volume | Sendout Optimization | - | 12,599 | 66,471 | 62,183 | 66,018 | - | - | - | - | - | - | - | |
| 11 | Withdrawal Rate | Att to FXW-10, Line 1 of Page 3 | | \$ 0.0087 | \$ 0.0087 | \$ 0.0087 | \$ 0.0087 | | | | | | | | |
| 12 | Withdrawal Charges | Line 9 times Line 10 | - | 110 | 578 | 541 | 574 | - | - | - | - | - | - | - | |
| 13 | Inventory Rate | FXW-8 | | \$ 1,7990 | \$ 1,7990 | \$ 1,7990 | \$ 1,7990 | | | | | | | | |
| 14 | Withdrawn Inventory Value | Line 9 times Line 12 | \$ - | \$ 22,666 | \$ 119,582 | \$ 111,867 | \$ 118,767 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 15 | Withdrawal Fuel Rate | FXW-10, Line 2 of Page 3 | | 0.00% | 0.00% | 0.00% | 0.00% | | | | | | | | |
| 16 | Withdrawal Fuel Losses | Att to FXW-10, Line 1 of Page 3 times Line 9 | - | - | - | - | - | - | - | - | - | - | - | - | |
| 17 | Net Withdrawn Volume | Line 9 minus Line 14 | - | 12,599 | 66,471 | 62,183 | 66,018 | - | - | - | - | - | - | - | |
| 18 | Total Withdrawal Costs | Line 11 plus Line 13 | \$ - | \$ 22,775 | \$ 120,160 | \$ 112,408 | \$ 119,341 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 19 | | | | | | | | | | | | | | | |
| 20 | <u>Transportation Fuel Losses and Variable Charges</u> | | | | | | | | | | | | | | |
| 21 | Tennessee Gas Pipeline (Contract 5265) | | | | | | | | | | | | | | |
| 22 | Receipt Point: Tennessee FS-MA Withdrawal Meter | | | | | | | | | | | | | | |
| 23 | Delivery Point: Pleasant St. (Interconnection with Granite) | | | | | | | | | | | | | | |
| 24 | Total Contract Received Volume | Sendout Optimization | 64,327 | 66,471 | 66,471 | 62,183 | 66,471 | 64,327 | 66,471 | - | 15,875 | - | 64,327 | 66,471 | |
| 25 | Received Volume | Line 17 | - | 12,599 | 66,471 | 62,183 | 66,018 | - | - | - | - | - | - | - | |
| 26 | Percentage Allocated | Line 25 divided by Line 24 | 0.00% | 18.95% | 100.00% | 100.00% | 99.32% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| 27 | Received Volume | Line 25 | - | 12,599 | 66,471 | 62,183 | 66,018 | - | - | - | - | - | - | - | |
| 28 | Fuel Loss Rate | Att FXW-10, Line 40 of Page 2 | | 1.13% | 1.13% | 1.13% | 1.13% | | | | | | | | |
| 29 | Delivered Volume | Line 27 times (1 - Line 28) | - | 12,457 | 65,720 | 61,480 | 65,272 | - | - | - | - | - | - | - | |
| 30 | Variable Transportation Rate | Att FXW-10, Line 26 of Page 2 | | \$ 0.1037 | \$ 0.1037 | \$ 0.1037 | \$ 0.1037 | | | | | | | | |
| 31 | Variable Transportation Costs | Line 29 times Line 30 | \$ - | \$ 1,292 | \$ 6,815 | \$ 6,375 | \$ 6,769 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 32 | | | | | | | | | | | | | | | |
| 33 | Granite State Gas Transmission (Contract 19-100-FT-NN) | | | | | | | | | | | | | | |
| 34 | Receipt Point: Pleasant St. | | | | | | | | | | | | | | |
| 35 | Delivery Point: Northern City Gates | | | | | | | | | | | | | | |
| 36 | Received Volume | Line 29 | - | 12,457 | 65,720 | 61,480 | 65,272 | - | - | - | - | - | - | - | |
| 37 | Fuel Loss Rate | Att FXW-10, Line 32 of Page 2 | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | |
| 38 | City Gate Delivered Volume | Line 36 times (1 - Line 37) | - | 12,413 | 65,490 | 61,265 | 65,044 | - | - | - | - | - | - | - | |
| 39 | Variable Transportation Rate | Att FXW-10, Line 18 of Page 2 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | |
| 40 | Variable Transportation Costs | Line 38 times Line 39 | \$ - | \$ 17 | \$ 92 | \$ 86 | \$ 91 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |

Source of Supply: Empress

Denotes Confidential Information

| Line | City Gate Delivered Costs | Reference | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 |
|------|--|---------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 1 | Purchased Volumes | Line 9 | - | - | - | - | - | 310,603 | 213,102 | 182,234 | 321,794 | 321,794 | 116,944 | 298,318 |
| 2 | City Gate Delivered Volume | Line 69 | - | - | - | - | - | 292,979 | 201,028 | 171,909 | 303,562 | 303,562 | 110,318 | 281,416 |
| 3 | Total Purchase Cost | Line 15 | | | | | | | | | | | | |
| 4 | Variable Transportation Costs | Sum of Variable Transport Costs | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| 5 | Total City Gate Delivered Costs | Sum Lines 3 and 4 | | | | | | | | | | | | |
| 6 | Average Delivered Price | Line 5 divided by Line 2 | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | |
| 8 | Empress Supply Costs | | | | | | | | | | | | | |
| 9 | Purchased Volumes | PLEXOS Optimization | - | - | - | - | - | 310,603 | 213,102 | 182,234 | 321,794 | 321,794 | 116,944 | 298,318 |
| 10 | Monthly NYMEX Price | Att FXW-10, Line 18 of Page 1 | - | - | - | - | - | 3,052 | 3,051 | 3,161 | 3,279 | 3,320 | 3,302 | 3,395 |
| 11 | NYMEX Cost | Line 9 times Line 10 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| 12 | NYMEX Basis Price | Att FXW-10, Line 14 of Page 1 | | | | | | | | | | | | |
| 13 | NYMEX Basis Costs | Line 9 times Line 12 | | | | | | | | | | | | |
| 14 | Total Purchase Price | Line 10 plus Line 12 | | | | | | | | | | | | |
| 15 | Total Purchase Cost | Line 11 plus Line 13 | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | |
| 17 | | | | | | | | | | | | | | |
| 18 | TransCanada Pipeline (Contracts 57055 & 57091) | | | | | | | | | | | | | |
| 19 | Receipt Point: Parkway | | | | | | | | | | | | | |
| 20 | Delivery Point: East Hereford | | | | | | | | | | | | | |
| 21 | Received Volume | Line 9 | - | - | - | - | - | 310,603 | 213,102 | 182,234 | 321,794 | 321,794 | 116,944 | 298,318 |
| 22 | Fuel Loss Rate | Att FXW-10, Line 44 of Page 2 | - | - | - | - | - | 5.30% | 5.30% | 5.30% | 5.30% | 5.30% | 5.30% | 5.30% |
| 23 | Delivered Volume | Line 21 times (1 - Line 22) | - | - | - | - | - | 294,132 | 201,802 | 172,570 | 304,730 | 304,730 | 110,743 | 282,499 |
| 24 | | | | | | | | | | | | | | |
| 25 | Total to East Hereford | | 595,630 | 827,284 | 920,049 | 872,246 | 806,752 | 683,117 | 244,548 | 172,570 | 304,730 | 304,730 | 110,743 | 323,707 |
| 26 | Empress Supply | | - | - | - | - | - | 294,132 | 201,802 | 172,570 | 304,730 | 304,730 | 110,743 | 282,499 |
| 27 | Percent | | 0% | 0% | 0% | 0% | 0% | 43% | 83% | 100% | 100% | 100% | 100% | 87% |
| 28 | | | | | | | | | | | | | | |
| 29 | PNGTS Pipeline (Contract 208543) | | | | | | | | | | | | | |
| 30 | Receipt Point: Pittsburg (interconnect with East Hereford) | | | | | | | | | | | | | |
| 31 | Delivery Point: Westbrook, Newington, Eliot | | | | | | | | | | | | | |
| 32 | Received Volume | Line 23 | - | - | - | - | - | 285,051 | 201,802 | 172,570 | 304,730 | 304,730 | 110,743 | 282,499 |
| 33 | Fuel Loss Rate | Att FXW-10, Line 35 of Page 2 | - | - | - | - | - | 0.03% | 0.03% | 0.03% | 0.03% | 0.03% | 0.03% | 0.03% |
| 34 | Delivered Volume | Line 32 times (1 - Line 33) | - | - | - | - | - | 284,956 | 201,734 | 172,513 | 304,628 | 304,628 | 110,706 | 282,404 |
| 35 | Variable Transportation Rate | Att FXW-10, Line 21 of Page 2 | - | - | - | - | - | 0.0014 | 0.0014 | 0.0014 | 0.0014 | 0.0014 | 0.0014 | 0.0014 |
| 36 | Variable Transportation Costs | Line 34 times Line 35 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| 37 | | | | | | | | | | | | | | |
| 38 | PNGTS Pipeline (Contract 23339) | | | | | | | | | | | | | |
| 39 | Receipt Point: Pittsburg (interconnect with East Hereford) | | | | | | | | | | | | | |
| 40 | Delivery Point: Westbrook, Newington, Eliot | | | | | | | | | | | | | |
| 41 | Received Volume | Line 34 | - | - | - | - | - | 9,081 | - | - | - | - | - | - |
| 42 | Fuel Loss Rate | Att FXW-10, Line 36 of Page 2 | - | - | - | - | - | 0.31% | - | - | - | - | - | - |
| 43 | Delivered Volume | Line 41 times (1 - Line 42) | - | - | - | - | - | 9,052 | - | - | - | - | - | - |
| 44 | Variable Transportation Rate | Att FXW-10, Line 22 of Page 2 | - | - | - | - | - | 0.0105 | - | - | - | - | - | - |
| 45 | Variable Transportation Costs | Line 43 times Line 44 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| 46 | | | | | | | | | | | | | | |
| 47 | PNGTS Pipeline (Contract 240520) | | | | | | | | | | | | | |
| 48 | Receipt Point: Pittsburg (interconnect with East Hereford) | | | | | | | | | | | | | |
| 49 | Delivery Point: Westbrook, Newington, Eliot | | | | | | | | | | | | | |
| 50 | Received Volume | Line 43 | - | - | - | - | - | - | - | - | - | - | - | - |
| 51 | Fuel Loss Rate | Att FXW-10, Line 37 of Page 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| 52 | Delivered Volume | Line 50 times (1 - Line 51) | - | - | - | - | - | - | - | - | - | - | - | - |
| 53 | Variable Transportation Rate | Att FXW-10, Line 23 of Page 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| 54 | Variable Transportation Costs | Line 52 times Line 53 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| 55 | | | | | | | | | | | | | | |
| 56 | PNGTS Pipeline (Contract TBD) | | | | | | | | | | | | | |
| 57 | Receipt Point: Pittsburg (interconnect with East Hereford) | | | | | | | | | | | | | |
| 58 | Delivery Point: Westbrook, Newington, Eliot | | | | | | | | | | | | | |
| 59 | Received Volume | Line 28 | - | - | - | - | - | - | - | - | - | - | - | - |
| 60 | Fuel Loss Rate | Att FXW-10, Line 37 of Page 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| 61 | Delivered Volume | Line 59 times (1 - Line 60) | - | - | - | - | - | - | - | - | - | - | - | - |
| 62 | Variable Transportation Rate | Att FXW-10, Line 23 of Page 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| 63 | Variable Transportation Costs | Line 61 times Line 62 | - | - | - | - | - | - | - | - | - | - | - | - |
| 64 | Granite State Gas Transmission (Contract 19-100-FT-NN) | | | | | | | | | | | | | |
| 65 | Receipt Point: Westbrook, Newington, Eliot | | | | | | | | | | | | | |
| 66 | Delivery Point: Northern City Gates | | | | | | | | | | | | | |
| 67 | Received Volume | Line 34 | - | - | - | - | - | 294,008 | 201,734 | 172,513 | 304,628 | 304,628 | 110,706 | 282,404 |
| 68 | Fuel Loss Rate | Att FXW-10, Line 32 of Page 2 | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% |
| 69 | City Gate Delivered Volume | Line 67 times (1 - Line 68) | - | - | - | - | - | 292,979 | 201,028 | 171,909 | 303,562 | 303,562 | 110,318 | 281,416 |
| 70 | Variable Transportation Rate | Att FXW-10, Line 18 of Page 2 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| 71 | Variable Transportation Costs | Line 69 times Line 70 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |

Source of Supply: Dawn Hub Supply (Union Dawn Storage, FXP and WXP Dawn Hub Paths)

Denotes Confidential Information

| Line | City Gate Delivered Costs | Reference | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 | 2021-2022 Winter | 2022 Summer |
|------|---|-----------------------------------|--------------|---------|---------|---------|---------|--------------|------------|---------|---------|---------|---------|------------|------------------|-------------|
| 1 | Purchased Volumes | Line 9 | 612,358 | - | - | - | - | 397,326 | 43,663 | - | - | - | - | 42,092 | - | - |
| 2 | City Gate Delivered Volume | Line 119 | 593,326 | - | - | - | - | 387,461 | 42,583 | - | - | - | - | 41,051 | - | - |
| 3 | Total Purchase Cost | Line 15 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4 | Variable Transportation Costs | Sum of Variable Transport Costs | \$ 3,672 | \$ - | \$ - | \$ - | \$ - | \$ 2,459 | \$ 258 | \$ - | \$ - | \$ - | \$ - | \$ 249 | \$ - | \$ - |
| 5 | Total City Gate Delivered Costs | Sum Lines 3 and 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 6 | Average Delivered Price | Line 5 divided by Line 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7 | | | | | | | | | | | | | | | | |
| 8 | Dawn Hub Supply Costs | | | | | | | | | | | | | | | |
| 9 | Purchased Volumes | PLEXOS Optimization | 612,358 | - | - | - | - | 397,326 | 43,663 | - | - | - | - | 42,092 | - | - |
| 10 | Monthly NYMEX Price | Att FXW-10, Line 18 of Page 1 | \$ 2,991 | - | - | - | - | \$ 3,052 | \$ 3,051 | - | - | - | - | \$ 3,395 | - | - |
| 11 | NYMEX Cost | Line 9 times Line 10 | \$ 1,831,562 | \$ - | \$ - | \$ - | \$ - | \$ 1,212,638 | \$ 133,216 | \$ - | \$ - | \$ - | \$ - | \$ 142,902 | \$ - | \$ - |
| 12 | NYMEX Basis Price | Att FXW-10, Line 10 of Page 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 13 | NYMEX Basis Costs | Line 9 times Line 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 14 | Total Purchase Price | Line 10 plus Line 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 15 | Total Purchase Cost | Line 11 plus Line 13 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 16 | | | | | | | | | | | | | | | | |
| 17 | Purchased Volumes | PLEXOS Optimization | 612,358 | - | - | - | - | 397,326 | 43,663 | - | - | - | - | 42,092 | - | - |
| 18 | Storage Net Withdrawn Volumes | PLEXOS Optimization | - | 850,517 | 945,887 | 896,742 | 829,408 | - | - | - | - | - | - | - | - | - |
| 19 | Total Volumes | Sum Lines 17 and 20 | 612,358 | 850,517 | 945,887 | 896,742 | 829,408 | 397,326 | 43,663 | - | - | - | - | 42,092 | - | - |
| 20 | Purchased Percentage | Line 19 divided by Line 21 | 100% | 0% | 0% | 0% | 0% | 100% | 100% | 0% | 0% | 0% | 0% | 100% | 0% | 0% |
| 21 | | | | | | | | | | | | | | | | |
| 22 | Transportation Fuel Losses and Variable Charges | | | | | | | | | | | | | | | |
| 23 | Enbridge (Contract M12256) | | | | | | | | | | | | | | | |
| 24 | Receipt Point: Union Dawn | | | | | | | | | | | | | | | |
| 25 | Delivery Point: Parkway | | | | | | | | | | | | | | | |
| 26 | Received Volume | PLEXOS Optimization times Line 22 | 554,667 | - | - | - | - | 333,136 | 12,976 | - | - | - | - | 15,245 | - | - |
| 27 | Fuel Loss Rate | Att FXW-10, Line 44 of Page 2 | 1.14% | - | - | - | - | 0.64% | 0.64% | - | - | - | - | 0.64% | - | - |
| 28 | Delivered Volume | Line 26 times (1 - Line 27) | 548,344 | - | - | - | - | 331,004 | 12,893 | - | - | - | - | 15,147 | - | - |
| 29 | Variable Transportation Rate | Att FXW-10, Line 29 of Page 2 | \$ 0.0032 | - | - | - | - | \$ 0.0032 | \$ 0.0032 | - | - | - | - | \$ 0.0032 | - | - |
| 30 | Variable Transportation Costs | Line 28 times Line 29 | \$ 1,755 | \$ - | \$ - | \$ - | \$ - | \$ 1,059 | \$ 41 | \$ - | \$ - | \$ - | \$ - | \$ 48 | \$ - | \$ - |
| 31 | | | | | | | | | | | | | | | | |
| 32 | Enbridge (Contract M12296) | | | | | | | | | | | | | | | |
| 33 | Receipt Point: Union Dawn | | | | | | | | | | | | | | | |
| 34 | Delivery Point: Parkway | | | | | | | | | | | | | | | |
| 35 | Received Volume | PLEXOS Optimization times Line 22 | 21,688 | - | - | - | - | 42,663 | 18,253 | - | - | - | - | 11,170 | - | - |
| 36 | Fuel Loss Rate | Att FXW-10, Line 44 of Page 2 | 1.14% | - | - | - | - | 0.64% | 0.64% | - | - | - | - | 0.64% | - | - |
| 37 | Delivered Volume | Line 35 times (1 - Line 36) | 21,441 | - | - | - | - | 42,390 | 18,137 | - | - | - | - | 11,099 | - | - |
| 38 | Variable Transportation Rate | Att FXW-10, Line 29 of Page 2 | \$ 0.0032 | - | - | - | - | \$ 0.0032 | \$ 0.0032 | - | - | - | - | \$ 0.0032 | - | - |
| 39 | Variable Transportation Costs | Line 37 times Line 38 | \$ 69 | \$ - | \$ - | \$ - | \$ - | \$ 136 | \$ 58 | \$ - | \$ - | \$ - | \$ - | \$ 36 | \$ - | \$ - |
| 40 | | | | | | | | | | | | | | | | |
| 41 | Enbridge (Contract M12279) | | | | | | | | | | | | | | | |
| 42 | Receipt Point: Union Dawn | | | | | | | | | | | | | | | |
| 43 | Delivery Point: Parkway | | | | | | | | | | | | | | | |
| 44 | Received Volume | PLEXOS Optimization times Line 22 | 36,002 | - | - | - | - | 21,526 | 12,434 | - | - | - | - | 15,677 | - | - |
| 45 | Fuel Loss Rate | Att FXW-10, Line 44 of Page 2 | 1.14% | - | - | - | - | 0.64% | 0.64% | - | - | - | - | 0.64% | - | - |
| 46 | Delivered Volume | Line 44 times (1 - Line 45) | 35,592 | - | - | - | - | 21,389 | 12,354 | - | - | - | - | 15,577 | - | - |
| 47 | Variable Transportation Rate | Att FXW-10, Line 29 of Page 2 | \$ 0.0032 | - | - | - | - | \$ 0.0032 | \$ 0.0032 | - | - | - | - | \$ 0.0032 | - | - |
| 48 | Variable Transportation Costs | Line 46 times Line 47 | \$ 114 | \$ - | \$ - | \$ - | \$ - | \$ 68 | \$ 40 | \$ - | \$ - | \$ - | \$ - | \$ 50 | \$ - | \$ - |
| 49 | | | | | | | | | | | | | | | | |
| 50 | TransCanada Pipeline (Contracts 57055 & 57091) | | | | | | | | | | | | | | | |
| 51 | Receipt Point: Parkway | | | | | | | | | | | | | | | |
| 52 | Delivery Point: East Hereford | | | | | | | | | | | | | | | |
| 53 | Received Volume | Line 28 | 558,768 | - | - | - | - | 311,846 | 23,145 | - | - | - | - | 19,794 | - | - |
| 54 | Fuel Loss Rate | Att FXW-10, Line 43 of Page 2 | 1.61% | - | - | - | - | 1.47% | 1.47% | - | - | - | - | 1.47% | - | - |
| 55 | Delivered Volume | Line 53 times (1 - Line 54) | 549,772 | - | - | - | - | 307,266 | 22,805 | - | - | - | - | 19,503 | - | - |
| 56 | | | | | | | | | | | | | | | | |
| 57 | TransCanada Pipeline (Contract 63265) | | | | | | | | | | | | | | | |
| 58 | Receipt Point: Parkway | | | | | | | | | | | | | | | |
| 59 | Delivery Point: E. Hereford (Interconnects with PNGTS at Pittsburg) | | | | | | | | | | | | | | | |
| 60 | Received Volume | Line 37 | 16,274 | - | - | - | - | 45,980 | 6,942 | - | - | - | - | 9,587 | - | - |
| 61 | Fuel Loss Rate | Att FXW-10, Line 43 of Page 2 | 1.61% | - | - | - | - | 1.47% | 1.47% | - | - | - | - | 1.47% | - | - |
| 62 | Delivered Volume | Line 60 times (1 - Line 61) | 16,012 | - | - | - | - | 45,305 | 6,840 | - | - | - | - | 9,447 | - | - |
| 63 | | | | | | | | | | | | | | | | |
| 64 | TransCanada Pipeline (Contract 62635) | | | | | | | | | | | | | | | |
| 65 | Receipt Point: Parkway | | | | | | | | | | | | | | | |
| 66 | Delivery Point: East Hereford | | | | | | | | | | | | | | | |
| 67 | Received Volume | Line 46 | 30,335 | - | - | - | - | 36,957 | 13,296 | - | - | - | - | 12,441 | - | - |
| 68 | Fuel Loss Rate | Att FXW-10, Line 43 of Page 2 | 1.61% | - | - | - | - | 1.47% | 1.47% | - | - | - | - | 1.47% | - | - |
| 69 | Delivered Volume | Line 67 times (1 - Line 68) | 29,847 | - | - | - | - | 36,414 | 13,101 | - | - | - | - | 12,259 | - | - |
| 70 | | | | | | | | | | | | | | | | |
| 71 | Received Volume | PLEXOS Optimization | 549,772 | 803,053 | 815,866 | 799,799 | 746,312 | 307,266 | 22,805 | - | - | - | - | 19,503 | - | - |
| 72 | Received Volume | PLEXOS Optimization | 16,012 | 8,038 | 52,820 | 40,083 | 28,097 | 45,305 | 6,840 | - | - | - | - | 9,447 | - | - |
| 73 | Received Volume | PLEXOS Optimization | 29,847 | 16,193 | 51,364 | 32,364 | 32,343 | 36,414 | 13,101 | - | - | - | - | 12,259 | - | - |
| 74 | Received Volume | PLEXOS Optimization | - | - | - | - | - | 294,132 | 201,802 | 172,570 | 304,730 | 304,730 | 110,743 | 282,499 | - | - |
| 75 | Total to East Hereford | | 595,630 | 827,284 | 920,049 | 872,246 | 806,752 | 683,117 | 244,548 | 172,570 | 304,730 | 304,730 | 110,743 | 323,707 | - | - |
| 76 | Dawn Supply | | 595,630 | - | - | - | - | 388,985 | 42,746 | - | - | - | - | 41,208 | - | - |
| 77 | Percent | | 100% | 0% | 0% | 0% | 0% | 57% | 17% | 0% | 0% | 0% | 0% | 13% | - | - |
| 78 | | | | | | | | | | | | | | | | |
| 79 | PNGTS Pipeline (Contract 208543) | | | | | | | | | | | | | | | |
| 80 | Receipt Point: Pittsburg (interconnect with East Hereford) | | | | | | | | | | | | | | | |
| 81 | Delivery Point: Westbrook, Newington, Eliot | | | | | | | | | | | | | | | |
| 82 | Received Volume | Line 55 | 587,833 | - | - | - | - | 376,976 | 42,746 | - | - | - | - | 41,208 | - | - |
| 83 | Fuel Loss Rate | Att FXW-10, Line 35 of Page 2 | 0.03% | - | - | - | - | 0.03% | 0.03% | - | - | - | - | 0.03% | - | - |
| 84 | Delivered Volume | Line 82 times (1 - Line 83) | 587,637 | - | - | - | - | 376,851 | 42,732 | - | - | - | - | 41,195 | - | - |
| 85 | Variable Transportation Rate | Att FXW-10, Line 21 of Page 2 | \$ 0.0014 | - | - | - | - | \$ 0.0014 | \$ 0.0014 | - | - | - | - | \$ 0.0014 | - | - |
| 86 | Variable Transportation Costs | Line 84 times Line 85 | \$ 823 | \$ - | \$ - | \$ - | \$ - | \$ 528 | \$ 60 | \$ - | \$ - | \$ - | \$ - | \$ 58 | \$ - | \$ - |
| 87 | | | | | | | | | | | | | | | | |
| 88 | PNGTS Pipeline (Contract 23339) | | | | | | | | | | | | | | | |
| 89 | Receipt Point: Pittsburg (interconnect with East Hereford) | | | | | | | | | | | | | | | |
| 90 | Delivery Point: Westbrook, Newington, Eliot | | | | | | | | | | | | | | | |
| 91 | Received Volume | Line 62 | 7,797 | - | - | - | - | 12,009 | - | - | - | - | - | - | - | - |
| 92 | Fuel Loss Rate | Att FXW-10, Line 36 of Page 2 | 0.31% | - | - | - | - | 0.31% | - | - | - | - | - | - | - | - |
| 93 | Delivered Volume | Line 91 times (1 - Line 92) | 7,773 | - | - | - | - | 11,971 | - | - | - | - | - | - | - | - |
| 94 | Variable Transportation Rate | Att FXW-10, Line 22 of Page 2 | \$ 0.0105 | - | - | - | - | \$ 0.0105 | - | - | - | - | - | - | - | - |
| 95 | Variable Transportation Costs | Line 93 times Line 94 | \$ 82 | \$ - | \$ - | \$ - | \$ - | \$ 126 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 96 | | | | | | | | | | | | | | | | |
| 97 | PNGTS Pipeline (Contract 240520) | | | | | | | | | | | | | | | |
| 98 | Receipt Point: Pittsburg (interconnect with East Hereford) | | | | | | | | | | | | | | | |
| 99 | Delivery Point: Westbrook, Newington, Eliot | | | | | | | | | | | | | | | |
| 100 | Received Volume | Line 69 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 101 | Fuel Loss Rate | Att FXW-10, Line 37 of Page 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 102 | Delivered Volume | Line 100 times (1 - Line 101) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 103 | Variable Transportation Rate | Att FXW-10, Line 23 of Page 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 104 | Variable Transportation Costs | Line 102 times Line 103 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 105 | | | | | | | | | | | | | | | | |
| 106 | PNGTS Pipeline (Contract TBD) | | | | | | | | | | | | | | | |
| 107 | Receipt Point: Pittsburg (interconnect with East Hereford) | | | | | | | | | | | | | | | |
| 108 | Delivery Point: Westbrook, Newington, Eliot | | | | | | | | | | | | | | | |
| 109 | Received Volume | Line 78 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 110 | Fuel Loss Rate | Att FXW-10, Line 37 of Page 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 111 | Delivered Volume | Line 109 times (1 - Line 110) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 112 | Variable Transportation Rate | Att FXW | | | | | | | | | | | | | | |

Source of Supply: Union Dawn Storage

| Line | City Gate Delivered Costs | Reference | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 | 2021-2022 Winter | 2022 Summer |
|------|---|-----------------------------------|---------|--------------|--------------|--------------|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------------|-------------|
| 1 | Gross Withdrawn Volume | Line 9 | - | 855,651 | 951,597 | 902,155 | 834,415 | - | - | - | - | - | - | - | - | - |
| 2 | City Gate Delivered Volume | Line 122 | - | 824,114 | 916,157 | 868,904 | 803,660 | - | - | - | - | - | - | - | - | - |
| 3 | Total Withdrawal Costs | Line 17 | \$ | \$ 2,166,423 | \$ 2,409,348 | \$ 2,284,167 | \$ 2,112,655 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| 4 | Variable Transportation Costs | Sum Lines 32, 89 and 124 | \$ | \$ 5,002 | \$ 6,054 | \$ 5,274 | \$ 4,878 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| 5 | Total City Gate Delivered Costs | Line 3 plus Line 4 | \$ | \$ 2,171,425 | \$ 2,415,402 | \$ 2,289,441 | \$ 2,117,533 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| 6 | Average Delivered Price | Line 5 divided by Line 2 | | 2.635 | 2.636 | 2.635 | 2.635 | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | |
| 8 | <u>Union Dawn Storage Withdrawals</u> | | | | | | | | | | | | | | | |
| 9 | Gross Withdrawn Volume | Sendout Optimization | - | 855,651 | 951,597 | 902,155 | 834,415 | - | - | - | - | - | - | - | - | - |
| 10 | Withdrawal Rate | FXW-10, Line 2 of Page 3 | | 0.005 | 0.005 | 0.005 | 0.005 | | | | | | | | | |
| 11 | Withdrawal Charges | Line 9 times Line 10 | - | 4,193 | 4,863 | 4,421 | 4,089 | - | - | - | - | - | - | - | \$ | \$ |
| 12 | Inventory Rate | FXW-8 | | 2.527 | 2.527 | 2.527 | 2.527 | | | | | | | | | |
| 13 | Withdrawal Inventory Value | Line 9 times Line 12 | \$ | \$ 2,162,230 | \$ 2,404,686 | \$ 2,279,746 | \$ 2,108,566 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| 14 | Withdrawal Fuel Rate | FXW-10, Line 2 of Page 3 | | 0.60% | 0.60% | 0.60% | 0.60% | | | | | | | | | |
| 15 | Withdrawal Fuel Losses | Line 14 times Line 9 | - | 5,134 | 5,710 | 5,413 | 5,006 | - | - | - | - | - | - | - | - | - |
| 16 | Net Withdrawn Volume | Line 9 minus Line 14 | - | 850,517 | 945,887 | 896,742 | 829,408 | - | - | - | - | - | - | - | - | - |
| 17 | Total Withdrawal Costs | Line 11 plus Line 13 | \$ | \$ 2,166,423 | \$ 2,409,348 | \$ 2,284,167 | \$ 2,112,655 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| 18 | | | | | | | | | | | | | | | | |
| 19 | Storage Net Withdrawn Volumes | PLEXOS Optimization | - | 850,517 | 945,887 | 896,742 | 829,408 | - | - | - | - | - | - | - | - | - |
| 20 | Purchased Volumes | PLEXOS Optimization | 612,358 | - | - | - | - | 397,326 | 43,663 | - | - | - | - | 42,092 | - | - |
| 21 | Total Volumes | Sum Lines 19 and 20 | 612,358 | 850,517 | 945,887 | 896,742 | 829,408 | 397,326 | 43,663 | - | - | - | - | 42,092 | - | - |
| 22 | Storage Percentage | Line 19 divided by Line 21 | 0% | 100% | 100% | 100% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| 23 | | | | | | | | | | | | | | | | |
| 24 | Transportation Fuel Losses and Variable Charges | | | | | | | | | | | | | | | |
| 25 | Enbridge (Contract M12256) | | | | | | | | | | | | | | | |
| 26 | Receipt Point: Union Dawn | | | | | | | | | | | | | | | |
| 27 | Delivery Point: Parkway | | | | | | | | | | | | | | | |
| 28 | Received Volume | PLEXOS Optimization times Line 22 | - | 850,517 | 861,318 | 896,742 | 814,324 | - | - | - | - | - | - | - | - | - |
| 29 | Fuel Loss Rate | Att FXW-10, Line 44 of Page 2 | | 1.14% | 1.14% | 1.14% | 1.14% | | | | | | | | | |
| 30 | Delivered Volume | Line 28 times (1 - Line 29) | - | 840,821 | 851,499 | 886,519 | 805,041 | - | - | - | - | - | - | - | - | - |
| 31 | Variable Transportation Rate | Att FXW-10, Line 29 of Page 2 | \$ | 0.0032 | \$ 0.0032 | \$ 0.0032 | \$ 0.0032 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| 32 | Variable Transportation Costs | Line 30 times Line 31 | - | 2,691 | 2,725 | 2,837 | 2,576 | - | - | - | - | - | - | - | \$ | \$ |
| 33 | | | | | | | | | | | | | | | | |
| 34 | Enbridge (Contract M12296) | | | | | | | | | | | | | | | |
| 35 | Receipt Point: Union Dawn | | | | | | | | | | | | | | | |
| 36 | Delivery Point: Parkway | | | | | | | | | | | | | | | |
| 37 | Received Volume | PLEXOS Optimization times Line 22 | - | - | 34,569 | - | 6,751 | - | - | - | - | - | - | - | - | - |
| 38 | Fuel Loss Rate | Att FXW-10, Line 44 of Page 2 | | | 1.14% | | 1.14% | | | | | | | | | |
| 39 | Delivered Volume | Line 37 times (1 - Line 38) | - | - | 34,175 | - | 6,674 | - | - | - | - | - | - | - | - | - |
| 40 | Variable Transportation Rate | Att FXW-10, Line 29 of Page 2 | - | - | \$ 0.0032 | - | \$ 0.0032 | - | - | - | - | - | - | - | - | - |
| 41 | Variable Transportation Costs | Line 39 times Line 40 | - | - | 109 | - | 21 | - | - | - | - | - | - | \$ | \$ | - |
| 42 | | | | | | | | | | | | | | | | |
| 43 | Enbridge (Contract M12279) | | | | | | | | | | | | | | | |
| 44 | Receipt Point: Union Dawn | | | | | | | | | | | | | | | |
| 45 | Delivery Point: Parkway | | | | | | | | | | | | | | | |
| 46 | Received Volume | PLEXOS Optimization times Line 22 | - | - | 50,000 | - | 8,333 | - | - | - | - | - | - | - | - | - |
| 47 | Fuel Loss Rate | Att FXW-10, Line 44 of Page 2 | | | 1.14% | | 1.14% | | | | | | | | | |
| 48 | Delivered Volume | Line 46 times (1 - Line 47) | - | - | 49,430 | - | 8,238 | - | - | - | - | - | - | - | - | - |
| 49 | Variable Transportation Rate | Att FXW-10, Line 29 of Page 2 | - | - | \$ 0.0032 | - | \$ 0.0032 | - | - | - | - | - | - | - | - | - |
| 50 | Variable Transportation Costs | Line 48 times Line 49 | - | - | 158 | - | 26 | - | - | - | - | - | - | \$ | \$ | - |
| 51 | | | | | | | | | | | | | | | | |
| 52 | TransCanada Pipeline (Contracts 57055 & 57091) | | | | | | | | | | | | | | | |
| 53 | Receipt Point: Parkway | | | | | | | | | | | | | | | |
| 54 | Delivery Point: East Hereford | | | | | | | | | | | | | | | |
| 55 | Received Volume | Line 30 | - | 816,194 | 829,216 | 812,887 | 758,525 | - | - | - | - | - | - | - | - | - |
| 56 | Fuel Loss Rate | Att FXW-10, Line 43 of Page 2 | | 1.61% | 1.61% | 1.61% | 1.61% | | | | | | | | | |
| 57 | Delivered Volume | Line 55 times (1 - Line 56) | - | 803,053 | 815,866 | 799,799 | 746,312 | - | - | - | - | - | - | - | - | - |
| 58 | | | | | | | | | | | | | | | | |
| 59 | TransCanada Pipeline (Contract 63265) | | | | | | | | | | | | | | | |
| 60 | Receipt Point: Parkway | | | | | | | | | | | | | | | |
| 61 | Delivery Point: E. Hereford (Interconnects with PNGTS at Pittsburg) | | | | | | | | | | | | | | | |
| 62 | Received Volume | Line 39 | - | 8,170 | 53,684 | 40,739 | 28,557 | - | - | - | - | - | - | - | - | - |
| 63 | Fuel Loss Rate | Att FXW-10, Line 43 of Page 2 | | 1.61% | 1.61% | 1.61% | 1.61% | | | | | | | | | |
| 64 | Delivered Volume | Line 62 times (1 - Line 63) | - | 8,038 | 52,820 | 40,083 | 28,097 | - | - | - | - | - | - | - | - | - |
| 65 | | | | | | | | | | | | | | | | |
| 66 | TransCanada Pipeline (Contract 62635) | | | | | | | | | | | | | | | |
| 67 | Receipt Point: Parkway | | | | | | | | | | | | | | | |
| 68 | Delivery Point: East Hereford | | | | | | | | | | | | | | | |
| 69 | Received Volume | Line 48 | - | 16,458 | 52,204 | 32,894 | 32,872 | - | - | - | - | - | - | - | - | - |
| 70 | Fuel Loss Rate | Att FXW-10, Line 43 of Page 2 | | 1.61% | 1.61% | 1.61% | 1.61% | | | | | | | | 0.00% | 0.00% |
| 71 | Delivered Volume | Line 69 times (1 - Line 70) | - | 16,193 | 51,364 | 32,364 | 32,343 | - | - | - | - | - | - | - | - | - |
| 72 | | | | | | | | | | | | | | | | |
| 74 | Delivered Volume | Line 72 times (1 - Line 0) | 549,772 | 803,053 | 815,866 | 799,799 | 746,312 | 307,266 | 22,805 | - | - | - | - | 19,503 | - | - |
| 75 | Delivered Volume | Line 0 times (1 - Line 74) | 16,012 | 8,038 | 52,820 | 40,083 | 28,097 | 45,305 | 6,840 | - | - | - | - | 9,447 | - | - |
| 76 | Delivered Volume | Line 74 times (1 - Line 75) | 29,847 | 16,193 | 51,364 | 32,364 | 32,343 | 36,414 | 13,101 | - | - | - | - | 12,259 | - | - |
| 77 | Delivered Volume | Line 75 times (1 - Line 76) | - | - | - | - | - | 294,132 | 201,802 | 172,570 | 304,730 | 304,730 | 110,743 | 252,499 | - | - |
| | Total to East Hereford | | 595,630 | 827,284 | 920,049 | 872,246 | 806,752 | 683,117 | 244,548 | 172,570 | 304,730 | 304,730 | 110,743 | 323,707 | - | - |
| | Union Dawn Storage | | - | 827,284 | 920,049 | 872,246 | 806,752 | - | - | - | - | - | - | - | - | - |
| | Percent | | 0% | 100% | 100% | 100% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | - | - |
| 82 | PNGTS Pipeline (Contract 208543) | | | | | | | | | | | | | | | |
| 83 | Receipt Point: Pittsburg (interconnect with East Hereford) | | | | | | | | | | | | | | | |
| 84 | Delivery Point: Westbrook, Newington, Eliot | | | | | | | | | | | | | | | |
| 85 | Received Volume | Line 57 | - | 827,284 | 849,717 | 872,246 | 806,752 | - | - | - | - | - | - | - | - | - |
| 86 | Fuel Loss Rate | Att FXW-10, Line 35 of Page 2 | | 0.03% | 0.03% | 0.03% | 0.03% | | | | | | | | | |
| 87 | Delivered Volume | Line 85 times (1 - Line 86) | - | 827,008 | 849,434 | 871,956 | 806,483 | - | - | - | - | - | - | - | - | - |
| 88 | Variable Transportation Rate | Att FXW-10, Line 21 of Page 2 | \$ | 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| 89 | Variable Transportation Costs | Line 87 times Line 88 | - | 1,158 | 1,189 | 1,221 | 1,129 | - | - | - | - | - | - | - | \$ | \$ |
| 90 | | | | | | | | | | | | | | | | |
| 91 | PNGTS Pipeline (Contract 23339) | | | | | | | | | | | | | | | |
| 92 | Receipt Point: Pittsburg (interconnect with East Hereford) | | | | | | | | | | | | | | | |
| 93 | Delivery Point: Westbrook, Newington, Eliot | | | | | | | | | | | | | | | |
| 94 | Received Volume | Line 64 | - | - | 54,198 | - | - | - | - | - | - | - | - | - | - | - |
| 95 | Fuel Loss Rate | Att FXW-10, Line 36 of Page 2 | | | 0.31% | | | | | | | | | | | |
| 96 | Delivered Volume | Line 94 times (1 - Line 95) | - | - | 54,029 | - | - | - | - | - | - | - | - | - | - | - |
| 97 | Variable Transportation Rate | Att FXW-10, Line 22 of Page 2 | - | - | \$ 0.0105 | - | - | - | - | - | - | - | - | - | - | - |
| 98 | Variable Transportation Costs | Line 96 times Line 97 | - | - | 567 | - | - | - | - | - | - | - | - | \$ | \$ | - |
| 99 | | | | | | | | | | | | | | | | |
| 100 | PNGTS Pipeline (Contract 240520) | | | | | | | | | | | | | | | |
| 101 | Receipt Point: Pittsburg (interconnect with East Hereford) | | | | | | | | | | | | | | | |
| 102 | Delivery Point: Westbrook, Newington, Eliot | | | | | | | | | | | | | | | |
| 103 | Received Volume | Line 71 | - | - | 16,134 | - | - | - | - | - | - | - | - | - | - | - |
| 104 | Fuel Loss Rate | Att FXW-10, Line 37 of Page 2 | | | 1.37% | | | | | | | | | | | |
| 105 | Delivered Volume | Line 103 times (1 - Line 104) | - | - | 15,913 | - | - | - | - | - | - | - | - | - | - | - |
| 106 | Variable Transportation Rate | Att FXW-10, Line 23 of Page 2 | - | - | \$ 0.0014 | - | - | - | - | - | - | - | - | - | - | - |
| 107 | Variable Transportation Costs | Line 105 times Line 106 | - | - | 22 | - | - | - | - | - | - | - | - | \$ | \$ | - |
| 108 | | | | | | | | | | | | | | | | |
| 109 | PNGTS Pipeline (Contract TBD) | | | | | | | | | | | | | | | |
| 110 | Receipt Point: Pittsburg (interconnect with East Hereford) | | | | | | | | | | | | | | | |
| 111 | Delivery Point: Westbrook, Newington, Eliot | | | | | | | | | | | | | | | |
| 112 | Received Volume | Line 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 113 | Fuel Loss Rate | Att FXW-10, Line 37 of Page 2 | | | | | | | | | | | | | | |
| 114 | Delivered Volume | Line 112 times (1 - Line 113) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 115 | Variable Transportation Rate | Att FXW-10, Line 23 of Page 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 116 | Variable Transportation Costs | Line 114 times Line 115 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| 117 | Granite State Gas Transmission (Contract 19-100-FT-NN) | | | | | | | | | | | | | | | |
| 118 | Receipt Point: Westbrook, Newington, Eliot | | | | | | | | | | | | | | | |
| 119 | Delivery Point: Northern City Gates | | | | | | | | | | | | | | | |
| 120 | Received Volume | Line 87 | - | 827,008 | 919,375 | 871,956 | 806,483 | - | - | - | - | - | - | - | - | - |
| 121 | Fuel Loss Rate | Att FXW-10, Line 32 of Page 2 | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% |
| 122 | City Gate Delivered Volume | Line 120 times (1 - Line 121) | - | 824,114 | 916,157 | 868,904 | 803,660 | - | - | - | - | - | - | - | - | - |
| 123 | Variable Transportation Rate | Att FXW-10, Line 18 of Page 2 | \$ | 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 |
| 124 | Variable Transportation Costs | Line 122 times Line 123 | \$ | 1,154 | \$ 1,283 | \$ 1,216 | \$ 1,125 | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |

Source of Supply: Northern LNG Inventory
On-System Storage

| Denotes Confidential Information | | | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 |
|---|---|--------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Line | City Gate Delivered Costs | Reference | | | | | | | | | | | | |
| 1 | Gross Withdrawn Volume | Line 9 | 1,800 | 1,860 | 1,860 | 1,740 | 1,860 | 1,800 | 1,860 | 1,800 | 1,860 | 1,860 | 1,800 | 1,860 |
| 2 | City Gate Delivered Volume | Line 12 | 1,800 | 1,860 | 1,860 | 1,740 | 1,860 | 1,800 | 1,860 | 1,800 | 1,860 | 1,860 | 1,800 | 1,860 |
| 3 | Total Withdrawal Costs | Line 13 | | | | | | | | | | | | |
| 4 | Variable Transportation Costs | N/A | | | | | | | | | | | | |
| 5 | Total City Gate Delivered Costs | Line 3 plus Line 4 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 6 | Average Delivered Price | Line 5 divided by Line 2 | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | |
| 8 | <u>Northern LNG Withdrawn Inventory</u> | | | | | | | | | | | | | |
| 9 | Gross Withdrawn Volume | Sendout Optimization | 1,800 | 1,860 | 1,860 | 1,740 | 1,860 | 1,800 | 1,860 | 1,800 | 1,860 | 1,860 | 1,800 | 1,860 |
| 10 | Inventory Rate | FXW-8 | | | | | | | | | | | | |
| 11 | Withdrawn Inventory Value | Line 9 times Line 12 | | | | | | | | | | | | |
| 12 | Net Withdrawn Volume | Line 9 minus Line 14 | 1,800 | 1,860 | 1,860 | 1,740 | 1,860 | 1,800 | 1,860 | 1,800 | 1,860 | 1,860 | 1,800 | 1,860 |
| 13 | Total Withdrawal Costs | Line 11 plus Line 13 | | | | | | | | | | | | |

Source of Supply: Peaking Contract 1

| Denotes Confidential Information | | | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 | |
|---|--|-------------------------------|------------|------------|--------------|------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--|
| Line 2 | City Gate Delivered Costs | Reference Line 9 | - | 89,707 | 285,828 | 131,938 | 92,527 | - | - | - | - | - | - | - | |
| 3 | Purchased Volumes | Line 9 | - | 89,707 | 285,828 | 131,938 | 92,527 | - | - | - | - | - | - | - | |
| 4 | City Gate Delivered Volume | Line 25 | - | 89,707 | 285,716 | 131,938 | 92,527 | - | - | - | - | - | - | - | |
| 5 | Total Purchase Cost | Line 15 | [REDACTED] | | | | | | | | | | | | |
| 6 | Variable Transportation Costs | Line 27 | \$ - | \$ - | \$ 45 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 7 | Total City Gate Delivered Costs | Sum Lines 3 and 4 | [REDACTED] | | | | | | | | | | | | |
| 8 | Average Delivered Price | Line 5 divided by Line 2 | [REDACTED] | | | | | | | | | | | | |
| 9 | Tennessee Zone 6 Supply | | | | | | | | | | | | | | |
| 10 | Purchased Volumes | Sendout Optimization | - | 89,707 | 285,828 | 131,938 | 92,527 | - | - | - | - | - | - | - | |
| 11 | Monthly NYMEX Price | Att FXW-10, Line 18 of Page 1 | \$ 2,991 | \$ 3,453 | \$ 3,706 | \$ 3,634 | \$ 3,328 | \$ 3,052 | \$ 3,051 | \$ 3,161 | \$ 3,279 | \$ 3,320 | \$ 3,302 | \$ 3,395 | |
| 12 | NYMEX Cost | Line 9 times Line 10 | \$ - | \$ 309,757 | \$ 1,059,280 | \$ 479,461 | \$ 307,931 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 13 | NYMEX Basis Price | Att FXW-10, Line 20 of Page 1 | [REDACTED] | | | | | | | | | | | | |
| 14 | NYMEX Basis Costs | Line 9 times Line 12 | [REDACTED] | | | | | | | | | | | | |
| 15 | Total Purchase Price | Line 10 plus Line 12 | [REDACTED] | | | | | | | | | | | | |
| 16 | Total Purchase Cost | Line 11 plus Line 13 | [REDACTED] | | | | | | | | | | | | |
| 17 | Transportation Fuel Losses and Variable Charges | | | | | | | | | | | | | | |
| 18 | Granite State Gas Transmission (Contract 19-100-FT-NN) | | | | | | | | | | | | | | |
| 19 | Receipt Point: Newington or Westbrook | | | | | | | | | | | | | | |
| 20 | Delivery Point: Northern City Gates | | | | | | | | | | | | | | |
| 21 | City Gate Delivered Volume | Lewiston City-Gate - Non-GSGT | - | 89,707 | 253,771 | 131,938 | 92,527 | - | - | - | - | - | - | - | |
| 22 | Received Volume | Line 10 | - | - | 32,057 | - | - | - | - | - | - | - | - | - | |
| 23 | Fuel Loss Rate | Att FXW-10, Line 32 of Page 2 | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | |
| 24 | City Gate Delivered Volume | Line 23 times (1 - Line 24) | - | - | 31,945 | - | - | - | - | - | - | - | - | - | |
| 25 | Variable Transportation Rate | Att FXW-10, Line 18 of Page 2 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | |
| 26 | Variable Transportation Costs | Line 25 times Line 26 | \$ - | \$ - | \$ 45 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 31 | Purchased Volumes | Total | - | 89,707 | 285,828 | 131,938 | 92,527 | - | - | - | - | - | - | - | |
| 32 | Purchased Volumes | Sendout Optimization | - | 89,707 | 285,828 | 131,938 | 92,527 | - | - | - | - | - | - | - | |
| 33 | Purchased Volumes | Sendout Optimization | - | - | - | - | - | - | - | - | - | - | - | - | |
| 33 | Purchased Volumes | Lewiston City-Gate Percent | 0% | 100% | 100% | 100% | 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |

Source of Supply: Peaking Contract 2

| Denotes Confidential Information | | | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 |
|----------------------------------|--|-------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Line 2 | City Gate Delivered Costs | Reference Line 9 | - | - | - | - | - | - | - | - | - | - | - | - |
| 3 | Purchased Volumes | Line 25 | - | - | - | - | - | - | - | - | - | - | - | - |
| 4 | City Gate Delivered Volume | Line 15 | - | - | - | - | - | - | - | - | - | - | - | - |
| 5 | Total Purchase Cost | Line 27 | - | - | - | - | - | - | - | - | - | - | - | - |
| 6 | Variable Transportation Costs | Sum Lines 3 and 4 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 7 | Total City Gate Delivered Costs | Line 5 divided by Line 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| 8 | Average Delivered Price | | - | - | - | - | - | - | - | - | - | - | - | - |
| 9 | <u>Tennessee Zone 6 Supply</u> | | | | | | | | | | | | | |
| 10 | Purchased Volumes | Sendout Optimization | - | - | - | - | - | - | - | - | - | - | - | - |
| 11 | Monthly NYMEX Price | Att FXW-10, Line 18 of Page 1 | \$ 2,991 | \$ 3,453 | \$ 3,706 | \$ 3,634 | \$ 3,328 | \$ 3,052 | \$ 3,051 | \$ 3,161 | \$ 3,279 | \$ 3,320 | \$ 3,302 | \$ 3,395 |
| 12 | NYMEX Cost | Line 9 times Line 10 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 13 | NYMEX Basis Price | Att FXW-10, Line 21 of Page 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| 14 | NYMEX Basis Costs | Line 9 times Line 12 | - | - | - | - | - | - | - | - | - | - | - | - |
| 15 | Total Purchase Price | Line 10 plus Line 12 | - | - | - | - | - | - | - | - | - | - | - | - |
| 16 | Total Purchase Cost | Line 11 plus Line 13 | - | - | - | - | - | - | - | - | - | - | - | - |
| 17 | | | | | | | | | | | | | | |
| 18 | <u>Transportation Fuel Losses and Variable Charges</u> | | | | | | | | | | | | | |
| 19 | Granite State Gas Transmission (Contract 19-100-FT-NN) | | | | | | | | | | | | | |
| 20 | Receipt Point: Newington or Westbrook | | | | | | | | | | | | | |
| 21 | Delivery Point: Northern City Gates | | | | | | | | | | | | | |
| 22 | City Gate Delivered Volume | Lewiston City-Gate - Non-GSGT | - | - | - | - | - | - | - | - | - | - | - | - |
| 23 | Received Volume | Line 10 | - | - | - | - | - | - | - | - | - | - | - | - |
| 24 | Fuel Loss Rate | Att FXW-10, Line 32 of Page 2 | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% |
| 25 | City Gate Delivered Volume | Line 23 times (1 - Line 24) | - | - | - | - | - | - | - | - | - | - | - | - |
| 26 | Variable Transportation Rate | Att FXW-10, Line 18 of Page 2 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 |
| 27 | Variable Transportation Costs | Line 25 times Line 26 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 31 | Purchased Volumes | Total | - | 89,707 | 285,828 | 131,938 | 92,527 | - | - | - | - | - | - | - |
| 32 | Purchased Volumes | Sendout Optimization | - | 89,707 | 285,828 | 131,938 | 92,527 | - | - | - | - | - | - | - |
| 33 | Purchased Volumes | Lewiston City-Gate Percent | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |

REDACTED

Northern Utilities, Inc.
Natural Gas Commodity Price Forecast

Denotes Confidential Information

Estimated Adders to NYMEX Last Day Settlement (Based on ICE Futures Prices As of July 31, 2023)

| Line | Supply Source | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 |
|------|------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 1 | Tennessee Zone 0 | | | | | | | | | | | | |
| 2 | Tennessee Zone L | | | | | | | | | | | | |
| 3 | Tennessee Niagara | | | | | | | | | | | | |
| 4 | Iroquois Receipts | | | | | | | | | | | | |
| 5 | Transco Zone 6, non-NY | | | | | | | | | | | | |
| 6 | Texas Eastern Zone M-3 | | | | | | | | | | | | |
| 7 | Leidy Hub | | | | | | | | | | | | |
| 8 | Tennessee Zone 4 Station 313 Pool | | | | | | | | | | | | |
| 9 | Tennessee Zone 4 Storage Injection | | | | | | | | | | | | |
| 10 | Dawn Hub Supply | | | | | | | | | | | | |
| 11 | Union Dawn Storage Injection | | | | | | | | | | | | |
| 12 | LNG Contract | | | | | | | | | | | | |
| 13 | Atlantic Bridge - Ramapo | | | | | | | | | | | | |
| 14 | Empress | | | | | | | | | | | | |
| 15 | Incremental Supply | | | | | | | | | | | | |

Estimated NYMEX Last Day Settlement (Based on NYMEX Settlement as of 9/5/2023)

| | | | | | | | | | | | | | |
|-----------------------|-------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| 18 | NYMEX | \$ 2.991 | \$ 3.453 | \$ 3.706 | \$ 3.634 | \$ 3.328 | \$ 3.052 | \$ 3.051 | \$ 3.161 | \$ 3.279 | \$ 3.320 | \$ 3.302 | \$ 3.395 |
| Fixed Price Contracts | | | | | | | | | | | | | |

| | | | | | | | | | | | | | |
|----|--------------------|--|--|--|--|--|--|--|--|--|--|--|--|
| 20 | Peaking Contract 1 | | | | | | | | | | | | |
| 21 | Peaking Contract 2 | | | | | | | | | | | | |

Northern Utilities, Inc.
Transportation Contract Rates
November 2023 through October 2024
Fixed Demand Rates (\$ per Dth/Month)

| Line | Pipeline | Rate Schedule | Receipt | Delivery | Reference | Variable Transportation Commodity Rates (\$/Dth) | | | | | | | | | | | |
|------|---------------|---------------|---------|-------------|-----------|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------|
| | | | | | | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 |
| 1 | Algonquin | AFT-1 | N/A | N/A | AGT-1 | \$ 8.5927 | \$ 8.5927 | \$ 8.5927 | \$ 8.5927 | \$ 8.5927 | \$ 8.5927 | \$ 8.5927 | \$ 8.5927 | \$ 8.5927 | \$ 8.5927 | \$ 8.5927 | |
| 2 | Algonquin | AFT-1 (AB) | N/A | N/A | AGT-4 | \$ 54.9170 | \$ 54.9170 | \$ 54.9170 | \$ 54.9170 | \$ 54.9170 | \$ 54.9170 | \$ 54.9170 | \$ 54.9170 | \$ 54.9170 | \$ 54.9170 | \$ 54.9170 | |
| 3 | Granite | FT-NN | N/A | N/A | GSGT-1 | \$ 7.0013 | \$ 7.0013 | \$ 7.0013 | \$ 7.0013 | \$ 7.0013 | \$ 7.0013 | \$ 7.0013 | \$ 7.0013 | \$ 7.0013 | \$ 7.0013 | \$ 7.0013 | |
| 4 | Iroquois | RTS-1 | Zone 1 | Zone 1 | IGTS-1 | \$ 4.5655 | \$ 4.5655 | \$ 4.5655 | \$ 4.5655 | \$ 4.5655 | \$ 4.5655 | \$ 4.5655 | \$ 4.5655 | \$ 4.5655 | \$ 4.2918 | \$ 4.2918 | |
| 5 | Maritimes | MN365 | N/A | N/A | MNUS-1 | \$ 13.3833 | \$ 13.3833 | \$ 13.3833 | \$ 13.3833 | \$ 13.3833 | \$ 13.3833 | \$ 13.3833 | \$ 13.3833 | \$ 13.3833 | \$ 13.3833 | \$ 13.3833 | |
| 6 | PNGTS | FT (C2C) | N/A | N/A | PNGTS-1 | \$ 18.2500 | \$ 18.2500 | \$ 18.2500 | \$ 18.2500 | \$ 18.2500 | \$ 18.2500 | \$ 18.2500 | \$ 18.2500 | \$ 18.2500 | \$ 18.2500 | \$ 18.2500 | |
| 7 | PNGTS | FT (PXP) | N/A | N/A | PNGTS-3 | \$ 22.6543 | \$ 22.6543 | \$ 22.6543 | \$ 22.6543 | \$ 22.6543 | \$ 22.6543 | \$ 22.6543 | \$ 22.6543 | \$ 22.6543 | \$ 22.6543 | \$ 22.6543 | |
| 8 | PNGTS | FT (WXP) | N/A | N/A | PNGTS-9 | \$ 24.9417 | \$ 24.9417 | \$ 24.9417 | \$ 24.9417 | \$ 24.9417 | \$ 24.9417 | \$ 24.9417 | \$ 24.9417 | \$ 24.9417 | \$ 24.9417 | \$ 24.9417 | |
| 9 | Tennessee | FT-A | Zone 0 | Zone 6 | TGP-1 | \$ 19.6964 | \$ 19.6964 | \$ 19.6964 | \$ 19.6964 | \$ 19.6964 | \$ 19.6964 | \$ 19.6964 | \$ 19.6964 | \$ 19.6964 | \$ 19.6964 | \$ 19.6964 | |
| 10 | Tennessee | FT-A | Zone L | Zone 6 | TGP-1 | \$ 17.4870 | \$ 17.4870 | \$ 17.4870 | \$ 17.4870 | \$ 17.4870 | \$ 17.4870 | \$ 17.4870 | \$ 17.4870 | \$ 17.4870 | \$ 17.4870 | \$ 17.4870 | |
| 11 | Tennessee | FT-A | Zone 4 | Zone 6 | TGP-1 | \$ 6.9301 | \$ 6.9301 | \$ 6.9301 | \$ 6.9301 | \$ 6.9301 | \$ 6.9301 | \$ 6.9301 | \$ 6.9301 | \$ 6.9301 | \$ 6.9301 | \$ 6.9301 | |
| 12 | Tennessee | FT-A | Zone 5 | Zone 6 | TGP-1 | \$ 6.0905 | \$ 6.0905 | \$ 6.0905 | \$ 6.0905 | \$ 6.0905 | \$ 6.0905 | \$ 6.0905 | \$ 6.0905 | \$ 6.0905 | \$ 6.0905 | \$ 6.0905 | |
| 13 | Texas Eastern | FT-1/FTS | M3 | M3 | TETCO-1 | \$ 9.5020 | \$ 9.5020 | \$ 9.5020 | \$ 9.5020 | \$ 9.5020 | \$ 9.5020 | \$ 9.5020 | \$ 9.5020 | \$ 9.5020 | \$ 9.5020 | \$ 9.5020 | |
| 14 | TransCanada | FT | Parkway | E. Hereford | CAD-1 | \$ 16.7442 | \$ 16.7442 | \$ 16.7442 | \$ 16.7442 | \$ 16.7442 | \$ 16.7442 | \$ 16.7442 | \$ 16.7442 | \$ 16.7442 | \$ 16.7442 | \$ 16.7442 | |
| 15 | TransCanada | FT | Empress | E. Hereford | CAD-1 | \$ 41.9137 | \$ 41.9137 | \$ 41.9137 | \$ 41.9137 | \$ 41.9137 | \$ 41.9137 | \$ 41.9137 | \$ 41.9137 | \$ 41.9137 | \$ 41.9137 | \$ 41.9137 | |
| 15 | Union | M12 | Dawn | Parkway | CAD-1 | \$ 2.9980 | \$ 2.9980 | \$ 2.9980 | \$ 2.9980 | \$ 2.9980 | \$ 2.9980 | \$ 2.9980 | \$ 2.9980 | \$ 2.9980 | \$ 2.9980 | \$ 2.9980 | |

Variable Transportation Commodity Rates (\$/Dth)

| Line | Pipeline | Rate Schedule | Receipt | Delivery | Reference | Variable Transportation Commodity Rates (\$/Dth) | | | | | | | | | | | |
|------|---------------|---------------|---------|----------|--|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------|
| | | | | | | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 |
| 16 | Algonquin | AFT-1 | N/A | N/A | AGT-1 (Max Commodity, Surcharge), FERC-1 (ACA) | \$ 0.0425 | \$ 0.0425 | \$ 0.0425 | \$ 0.0425 | \$ 0.0425 | \$ 0.0425 | \$ 0.0425 | \$ 0.0425 | \$ 0.0425 | \$ 0.0425 | \$ 0.0425 | |
| 17 | Algonquin | AFT-1 (AB) | N/A | N/A | AGT-1 (Surcharge), FERC-1 (ACA), See Note 1. | \$ 0.0600 | \$ 0.0600 | \$ 0.0600 | \$ 0.0600 | \$ 0.0600 | \$ 0.0600 | \$ 0.0600 | \$ 0.0600 | \$ 0.0600 | \$ 0.0600 | \$ 0.0600 | |
| 18 | Granite | FT-NN | N/A | N/A | GSGT-1 (Commodity), FERC-1 (ACA) | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | |
| 19 | Iroquois | RTS-1 | Zone 1 | Zone 1 | IGTS-1 (Commodity), FERC-1 (ACA) | \$ 0.0048 | \$ 0.0048 | \$ 0.0048 | \$ 0.0048 | \$ 0.0048 | \$ 0.0048 | \$ 0.0048 | \$ 0.0048 | \$ 0.0048 | \$ 0.0048 | \$ 0.0048 | |
| 20 | Maritimes | MN365 | N/A | N/A | MNUS-1 (Commodity), FERC-1 (ACA) | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | |
| 21 | PNGTS | FT (C2C) | N/A | N/A | PGTS-7 (PXP Commodity), FERC-1 (ACA) | \$ 0.0105 | \$ 0.0105 | \$ 0.0105 | \$ 0.0105 | \$ 0.0105 | \$ 0.0105 | \$ 0.0105 | \$ 0.0105 | \$ 0.0105 | \$ 0.0105 | \$ 0.0105 | |
| 22 | PNGTS | FT (PXP) | N/A | N/A | PGTS-7 (PXP Commodity), FERC-1 (ACA) | \$ 0.0105 | \$ 0.0105 | \$ 0.0105 | \$ 0.0105 | \$ 0.0105 | \$ 0.0105 | \$ 0.0105 | \$ 0.0105 | \$ 0.0105 | \$ 0.0105 | \$ 0.0105 | |
| 23 | PNGTS | FT (WXP) | N/A | N/A | PGTS-7 (PXP Commodity), FERC-1 (ACA) | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | \$ 0.0014 | |
| 24 | Tennessee | FT-A | Zone 0 | Zone 6 | TGP-2, TGP-3 (EPCR), FERC-1 | \$ 0.3101 | \$ 0.3101 | \$ 0.3101 | \$ 0.3101 | \$ 0.3101 | \$ 0.3101 | \$ 0.3101 | \$ 0.3101 | \$ 0.3101 | \$ 0.3101 | \$ 0.3101 | |
| 25 | Tennessee | FT-A | Zone L | Zone 6 | TGP-2, TGP-3 (EPCR), FERC-1 | \$ 0.2703 | \$ 0.2703 | \$ 0.2703 | \$ 0.2703 | \$ 0.2703 | \$ 0.2703 | \$ 0.2703 | \$ 0.2703 | \$ 0.2703 | \$ 0.2703 | \$ 0.2703 | |
| 26 | Tennessee | FT-A | Zone 4 | Zone 6 | TGP-2, TGP-3 (EPCR), FERC-1 | \$ 0.1037 | \$ 0.1037 | \$ 0.1037 | \$ 0.1037 | \$ 0.1037 | \$ 0.1037 | \$ 0.1037 | \$ 0.1037 | \$ 0.1037 | \$ 0.1037 | \$ 0.1037 | |
| 27 | Tennessee | FT-A | Zone 5 | Zone 6 | TGP-2, TGP-3 (EPCR), FERC-1 | \$ 0.0784 | \$ 0.0784 | \$ 0.0784 | \$ 0.0784 | \$ 0.0784 | \$ 0.0784 | \$ 0.0784 | \$ 0.0784 | \$ 0.0784 | \$ 0.0784 | \$ 0.0784 | |
| 28 | Texas Eastern | FT-1/FTS | M3 | M3 | TETCO-1, FERC-1 (ACA) | \$ 0.0749 | \$ 0.0749 | \$ 0.0749 | \$ 0.0749 | \$ 0.0749 | \$ 0.0749 | \$ 0.0749 | \$ 0.0749 | \$ 0.0749 | \$ 0.0749 | \$ 0.0749 | |
| 29 | Union | M12 | Dawn | Parkway | CAD-1 | \$ 0.0032 | \$ 0.0032 | \$ 0.0032 | \$ 0.0032 | \$ 0.0032 | \$ 0.0032 | \$ 0.0032 | \$ 0.0032 | \$ 0.0032 | \$ 0.0032 | \$ 0.0032 | |

Transportation Fuel Rates (Percentage)

| Line | Pipeline | Rate Schedule | Receipt | Delivery | Reference | Transportation Fuel Rates (Percentage) | | | | | | | | | | | |
|------|---------------|---------------|---------|-------------|---|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | | | | | | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 |
| 30 | Algonquin | AFT-1 | N/A | N/A | AGT-2 | 0.59% | 0.34% | 0.34% | 0.34% | 0.34% | 0.59% | 0.59% | 0.59% | 0.59% | 0.59% | 0.59% | |
| 31 | Algonquin | AFT-1 (AB) | N/A | N/A | AGT-2 | 3.65% | 5.05% | 5.05% | 5.05% | 5.05% | 3.65% | 3.65% | 3.65% | 3.65% | 3.65% | 3.65% | |
| 32 | Granite | FT-NN | N/A | N/A | GSGT-1 | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | 0.35% | |
| 33 | Iroquois | RTS-1 | Zone 1 | Zone 1 | IGTS-3 | 0.04% | 0.04% | 0.04% | 0.04% | 0.04% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| 34 | Maritimes | MN365 | N/A | N/A | MNUS-3 | 0.81% | 0.81% | 0.81% | 0.81% | 0.81% | 0.98% | 0.98% | 0.98% | 0.98% | 0.98% | 0.98% | |
| 35 | PNGTS | FT (C2C) | N/A | N/A | PNGTS-5 (Measurement Variance) | 0.03% | 0.03% | 0.03% | 0.03% | 0.03% | 0.03% | 0.03% | 0.03% | 0.03% | 0.03% | 0.03% | |
| 36 | PNGTS | FT (PXP) | N/A | N/A | PNGTS-5 (Measurement Variance), PNGTS-6 (PXP Fuel) | 0.31% | 0.31% | 0.31% | 0.31% | 0.31% | 0.31% | 0.31% | 0.31% | 0.31% | 0.31% | 0.31% | |
| 37 | PNGTS | FT (WXP) | N/A | N/A | PNGTS-5 (Measurement Variance), PNGTS-11 (WXP Fuel) | 1.37% | 1.37% | 1.37% | 1.37% | 1.37% | 1.37% | 1.37% | 1.37% | 1.37% | 1.37% | 1.37% | |
| 38 | Tennessee | FT-A | Zone 0 | Zone 6 | TGP-3 | 4.17% | 4.17% | 4.17% | 4.17% | 4.17% | 4.17% | 4.17% | 4.17% | 4.17% | 4.17% | 4.17% | |
| 39 | Tennessee | FT-A | Zone L | Zone 6 | TGP-3 | 3.64% | 3.64% | 3.64% | 3.64% | 3.64% | 3.64% | 3.64% | 3.64% | 3.64% | 3.64% | 3.64% | |
| 40 | Tennessee | FT-A | Zone 4 | Zone 6 | TGP-3 | 1.13% | 1.13% | 1.13% | 1.13% | 1.13% | 1.13% | 1.13% | 1.13% | 1.13% | 1.13% | 1.13% | |
| 41 | Tennessee | FT-A | Zone 5 | Zone 6 | TGP-3 | 0.81% | 0.81% | 0.81% | 0.81% | 0.81% | 0.81% | 0.81% | 0.81% | 0.81% | 0.81% | 0.81% | |
| 42 | Texas Eastern | FT-1/FTS | M3 | M3 | TETLP-3,4&5 | 0.47% | 0.63% | 0.63% | 0.63% | 0.47% | 0.47% | 0.47% | 0.47% | 0.47% | 0.47% | 0.47% | |
| 43 | TransCanada | FT | Parkway | E. Hereford | CAD-7 | 1.61% | 1.61% | 1.61% | 1.61% | 1.61% | 1.47% | 1.47% | 1.47% | 1.47% | 1.47% | 1.47% | |
| 44 | TransCanada | FT | Empress | E. Hereford | CAD-7 | 5.38% | 5.38% | 5.38% | 5.38% | 5.38% | 5.30% | 5.30% | 5.30% | 5.30% | 5.30% | 5.30% | |
| 44 | Union | M12 | Dawn | Parkway | CAD-8 | 1.14% | 1.14% | 1.14% | 1.14% | 1.14% | 0.64% | 0.64% | 0.64% | 0.64% | 0.64% | 0.64% | |

| Northern Utilities, Inc. Underground Storage Contract Rates November 2023 through October 2024 | | | | | | | | | | |
|--|-----------|---------------|-------|-----------|------------|-------------|-----------------|----------------------|----------------|---------------------|
| Line | Storage | Rate Schedule | Notes | Reference | Space Rate | Demand Rate | Withdrawal Rate | Withdrawal Fuel Loss | Injection Rate | Injection Fuel Loss |
| 1 | Tennessee | FS-MA | | TGP-4 | \$ 0.0173 | \$ 1.2655 | \$ 0.0087 | 0.00% | \$ 0.0087 | 1.29% |
| 2 | Union | Storage | 1 | CAD-9 | \$ 0.0592 | \$ - | \$ 0.0047 | 0.60% | \$ 0.0047 | 0.60% |

Note 1 The demand charge for Union Storage shall be \$236,666.67 per month divided by Maximum Storage Balance of 4,000,000 Dth.
The Withdrawal Rate and Injection Rate are equal to contractual variable rate converted from \$CAD/GJ to \$USD/Dth. Calculations are on CAD-1.

ALGONQUIN GAS TRANSMISSION, LLC

SUMMARY OF RATES

Effective Rates 12/01/2022

RATE SCHEDULE AFT-1

| | Commodity | | | Authorized Overrun | | Capacity Release | System Balancing Surcharge (Credit) Rate | | |
|------------------------|-------------|----------|----------|--------------------|----------|------------------|--|-----------|--|
| | Reservation | Max | Min | Max | Min | Vol Res | Non Beverly | Beverly | |
| (F-1/WS-1) | \$ 8.5927 | \$0.0042 | \$0.0042 | \$0.2867 | \$0.0042 | \$0.2825 | \$0.0335 | \$0.0234 | |
| (F-2/F-3) | \$ 8.5927 | \$0.0042 | \$0.0042 | \$0.2867 | \$0.0042 | \$0.2825 | \$0.0335 | \$0.0234 | |
| (F-4) | \$ 8.5927 | \$0.0042 | \$0.0042 | \$0.2867 | \$0.0042 | \$0.2825 | \$0.0335 | \$0.0234 | |
| (STB/SS-3) | \$ 8.5927 | \$0.0042 | \$0.0042 | \$0.2867 | \$0.0042 | \$0.2825 | \$0.0335 | \$0.0234 | |
| (FTP) | \$ 8.5927 | \$0.0042 | \$0.0042 | \$0.2867 | \$0.0042 | \$0.2825 | \$0.0335 | \$0.0234 | |
| (PSS-T) | \$ 8.5626 | \$0.0000 | \$0.0000 | \$0.2815 | \$0.0000 | \$0.2815 | \$0.0335 | \$0.0234 | |
| (AFT-2) | \$ 8.5927 | \$0.0042 | \$0.0042 | \$0.2867 | \$0.0042 | \$0.2825 | \$0.0335 | \$0.0234 | |
| (AFT-3) | \$ 8.7363 | \$0.0000 | \$0.0000 | \$0.2872 | \$0.0000 | \$0.2872 | \$0.0335 | \$0.0234 | |
| (AFT-5) | \$ 8.5927 | \$0.0042 | \$0.0042 | \$0.2867 | \$0.0042 | \$0.2825 | \$0.0335 | \$0.0234 | |
| (ITP) | \$ 8.5927 | \$0.0042 | \$0.0042 | \$0.2867 | \$0.0042 | \$0.2825 | \$0.0335 | \$0.0234 | |
| (X-35) | \$ 8.5927 | \$0.0042 | \$0.0042 | \$0.2867 | \$0.0042 | \$0.2825 | \$0.0335 | \$0.0234 | |
| (X-39) | \$ 8.5927 | \$0.0042 | \$0.0042 | \$0.2867 | \$0.0042 | \$0.2825 | \$0.0335 | \$0.0234 | |
| Tiverton | \$ 8.5927 | \$0.0042 | \$0.0042 | \$0.2867 | \$0.0042 | \$0.2825 | \$0.0335 | \$0.0234 | |
| Incremental | | | | | | | | | |
| Hubline | \$ 9.4048 | \$0.0042 | \$0.0042 | \$0.3134 | \$0.0042 | \$0.3092 | \$0.0335 | \$0.0234* | |
| Secondary Surcharge 1/ | | \$0.0267 | \$0.0000 | | | | \$0.0335 | \$0.0234 | |
| Ramapo | \$ 8.7496 | \$0.0126 | \$0.0126 | \$0.3003 | \$0.0126 | \$0.2877 | \$0.0248 | \$0.0174 | |
| AIM | \$33.3680 | \$0.0155 | \$0.0155 | \$1.1125 | \$0.0155 | \$1.0970 | \$0.0259 | \$0.0181 | |
| Atlantic Br. | \$55.6932 | \$0.0115 | \$0.0115 | \$1.8425 | \$0.0115 | \$1.8310 | \$0.0586 | \$0.0000 | |

*For Deliveries off of Hubline Facilities

RATE SCHEDULE AFT-1S

| | Commodity | | | Authorized Overrun | | Capacity Release | System Balancing Surcharge (Credit) Rate | | |
|--------------|-------------|----------|----------|--------------------|----------|------------------|--|-----------|--|
| | Reservation | Max | Min | Max | Min | Vol Res | Non Beverly | Beverly | |
| (F-1/WS-1) | \$ 3.4371 | \$0.2867 | \$0.0042 | \$0.2867 | \$0.0042 | \$0.1130 | \$0.0335 | \$0.0234 | |
| (F-2/F-3) | \$ 3.4371 | \$0.2867 | \$0.0042 | \$0.2867 | \$0.0042 | \$0.1130 | \$0.0335 | \$0.0234 | |
| (F-4) | \$ 3.4371 | \$0.2867 | \$0.0042 | \$0.2867 | \$0.0042 | \$0.1130 | \$0.0335 | \$0.0234 | |
| (STB/SS-3) | \$ 3.4371 | \$0.2867 | \$0.0042 | \$0.2867 | \$0.0042 | \$0.1130 | \$0.0335 | \$0.0234 | |
| (Hubline) 2/ | | \$0.0267 | \$0.0000 | | | | \$0.0335 | \$0.0234* | |

*For Deliveries off of Hubline Facilities

OTHER FIRM RATE SCHEDULES

| | Commodity | | | Authorized Overrun | | Capacity Release | System Balancing Surcharge (Credit) Rate | | |
|-------------------|-------------|----------|----------|--------------------|----------|------------------|--|-----------|--|
| | Reservation | Max | Min | Max | Min | Vol Res | Non Beverly | Beverly | |
| AFT-E | \$ 8.5927 | \$0.0042 | \$0.0042 | \$0.2867 | \$0.0042 | \$0.2825 | \$0.0335 | \$0.0234 | |
| (Hubline) 2/ | | \$0.0267 | \$0.0000 | | | | \$0.0335 | \$0.0234* | |
| AFT-ES | \$ 3.4371 | \$0.2867 | \$0.0042 | \$0.2867 | \$0.0042 | \$0.1130 | \$0.0335 | \$0.0234 | |
| (Hubline) 2/ | | \$0.0267 | \$0.0000 | | | | \$0.0335 | \$0.0234* | |
| T-1 | \$ 1.6687 | \$0.0042 | | \$0.0591 | | | \$0.0335 | \$0.0234 | |
| AFT-4 | \$ 8.5927 | \$0.0042 | \$0.0042 | \$0.2867 | \$0.0042 | \$0.2825 | \$0.0335 | \$0.0234 | |
| AFT-CL: | | | | | | | | | |
| Canal | \$ 0.5111 | \$0.0000 | \$0.0000 | \$0.0168 | \$0.0000 | \$0.0168 | | | |
| Middletown | \$ 0.7872 | \$0.0000 | \$0.0000 | \$0.0259 | \$0.0000 | \$0.0259 | | | |
| Cleary | \$ 0.3758 | \$0.0000 | \$0.0000 | \$0.0124 | \$0.0000 | \$0.0124 | | | |
| Lake Road | \$ 0.2224 | \$0.0000 | \$0.0000 | \$0.0073 | \$0.0000 | \$0.0073 | | | |
| Manchester | \$ 1.6789 | \$0.0000 | \$0.0000 | \$0.0552 | \$0.0000 | \$0.0552 | | | |
| Bellingham | \$ 0.3715 | \$0.0000 | \$0.0000 | \$0.0122 | \$0.0000 | \$0.0122 | | | |
| Phelps Dodge | \$ 0.0000 | \$0.0166 | \$0.0000 | \$0.0166 | \$0.0000 | \$0.0000 | | | |
| Cape Cod | \$ 3.3204 | \$0.0000 | \$0.0000 | \$0.1092 | \$0.0000 | \$0.1092 | | | |
| Northeast Gateway | \$ 2.4859 | \$0.0000 | \$0.0000 | \$0.0817 | \$0.0000 | \$0.0817 | | | |
| J-2 Facility | \$ 2.3731 | \$0.0000 | \$0.0000 | \$0.0780 | \$0.0000 | \$0.0780 | | | |
| Kleen Energy | \$ 0.8035 | \$0.0000 | \$0.0000 | \$0.0264 | \$0.0000 | \$0.0264 | | | |
| Salem | \$ 7.3635 | \$0.0000 | \$0.0000 | \$0.2421 | \$0.0000 | \$0.2421 | | | |
| West Roxbury | \$15.5204 | \$0.0000 | \$0.0000 | \$0.5103 | \$0.0000 | \$0.5103 | | | |
| X-33 | \$ 2.7241 | \$0.0000 | | \$0.0896 | | | \$0.0335 | \$0.0234 | |

*For Deliveries off of Hubline Facilities

| | Commodity | | Authorized Overrun | | System Balancing Surcharge (Credit) Rate | |
|-------------------|-----------|----------|--------------------|----------|--|-----------|
| | Max | Min | Max | Min | Non Beverly | Beverly |
| AIT-1 | \$0.2867 | \$0.0042 | \$0.2867 | \$0.0042 | \$0.0335 | \$0.0234 |
| (Hubline 2/) | \$0.0267 | \$0.0000 | | | \$0.0335 | \$0.0234* |
| AIT-2 | | | | | | |
| Manchester | \$0.0552 | \$0.0000 | \$0.0552 | \$0.0000 | | |
| Canal | \$0.0168 | \$0.0000 | \$0.0168 | \$0.0000 | | |
| Cape Cod | \$0.1092 | \$0.0000 | \$0.1092 | \$0.0000 | | |
| Northeast Gateway | \$0.0817 | \$0.0000 | \$0.0817 | \$0.0000 | | |
| J-2 Facility | \$0.0780 | \$0.0000 | \$0.0780 | \$0.0000 | | |
| Kleen Energy | \$0.0264 | \$0.0000 | \$0.0264 | \$0.0000 | | |
| Salem | \$0.2421 | \$0.0000 | \$0.2421 | \$0.0000 | | |
| West Roxbury | \$0.5103 | \$0.0000 | \$0.5103 | \$0.0000 | | |
| PAL | \$0.2867 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0335 | \$0.0234 |

TITLE TRANSFER TRACKING SERVICE

| | Max | Min |
|-----|----------|----------|
| TTT | \$5.3900 | \$0.0000 |

Rates are per MMBTU. Rate excludes the Annual Charge Adjustment (ACA) Surcharge. The ACA Commodity Surcharge to applicable customers, pursuant to Section 34 of the General Terms and Conditions.

FUEL REIMBURSEMENT PERCENTAGES

| Period | Duration | FRP |
|---|----------------|-------|
| <u>System Services 1/</u> | | |
| Winter | Dec 1 - Mar 31 | 0.34% |
| Spring, Summer and Fall | Apr 1 - Nov 30 | 0.59% |
| <u>Incremental Ramapo Service 1/</u> | | |
| Winter | Dec 1 - Mar 31 | 1.38% |
| Spring, Summer and Fall | Apr 1 - Nov 30 | 0.78% |
| <u>Incremental AIM Service 1/</u> | | |
| Winter | Dec 1 - Mar 31 | 4.21% |
| Spring, Summer and Fall | Apr 1 - Nov 30 | 2.08% |
| <u>Incremental Atlantic Bridge Service 1/</u> | | |
| Winter | Dec 1 - Mar 31 | 5.05% |
| Spring, Summer and Fall | Apr 1 - Nov 30 | 3.65% |

1/ For all receipt points other than Beverly, Meter No. 00215

System Services - Beverly Receipts/Non-Hubline Deliveries

| | | |
|-------------------------|----------------|-------|
| Winter | Dec 1 - Mar 31 | 0.19% |
| Spring, Summer and Fall | Apr 1 - Nov 30 | 0.41% |

Incremental Ramapo Service - Beverly Receipts/Non-Hubline Deliveries

| | | |
|-------------------------|----------------|-------|
| Winter | Dec 1 - Mar 31 | 1.13% |
| Spring, Summer and Fall | Apr 1 - Nov 30 | 0.00% |

Incremental AIM Service - Beverly Receipts/Non-Hubline Deliveries

| | | |
|-------------------------|----------------|-------|
| Winter | Dec 1 - Mar 31 | 3.12% |
| Spring, Summer and Fall | Apr 1 - Nov 30 | 1.80% |

Incremental Atlantic Bridge Service - Beverly Receipts/Non-Hubline Deliveries

| | | |
|-------------------------|----------------|-------|
| Winter | Dec 1 - Mar 31 | 0.00% |
| Spring, Summer and Fall | Apr 1 - Nov 30 | 0.00% |

2/ Hubline Surcharge applicable to all customers utilizing secondary receipt points between and including Beverly and Weymouth and/or utilizing secondary delivery points between Beverly and Weymouth,including Beverly and excluding Weymouth,and in addition to other applicable charges.

The Summary of Rates serves as a handy reference and does not replace Algonquin's Tariff. The rates are subject to commission approval.

STATEMENT OF NEGOTIATED RATES 1/2/3/4/5/9/

Customer Name: Northern Utilities, Inc. d/b/a Unitil

Service Agreement: 510939

Term of Negotiated Rate: The term of this negotiated rate commences on the Service Commencement Date (as defined in the Precedent Agreement between Pipeline and Customer) of Contract No. 510939 and continues for the Primary Term (as such term is defined in the Precedent Agreement and Contract No. 510939). In the event Customer exercises its one-time option to extend the Primary Term of Contract No. 510939 for up to 100% of the MDTQ, then (a) Pipeline and Customer will amend the Negotiated Rate to reflect the extension of the term of the Negotiated Rate for an additional (i) five (5) years at a new negotiated reservation rate equal to \$45.124 per Dth per month or (ii) ten (10) years at a new negotiated reservation rate equal to \$43.375 per Dth per month for the elected volume, or (b) if Customer elects to extend the Primary Term of Contract No. 510939 at the then-effective maximum recourse reservation rate, then the term of the Negotiated Rate will expire at the end of the Primary Term. 10/11/

Rate Schedule: AFT-1 [Atlantic Bridge Project]

MDTQ: 7,599 Dth/d

Reservation Rate: Customer shall pay a negotiated reservation rate of \$54.917 per Dth, per month of Customer's MDTQ under Contract No. 510939 during the Primary Term thereof. 3/6/8/

Commodity Charge and Other Charges: 7/

Primary Receipt Point: 4/

Mahwah (Meter No. 00201) – 7,599 Dth/d
Ramapo (Meter No. 00214) – 7,599 Dth/d

Primary Delivery Point: 4/

Beverly (Meter No. 01215) – 7,599 Dth/d

Recourse Rate(s): The Recourse Rate(s) applicable to this service is the applicable maximum rate(s) stated on Pipeline's Statement of Rates for Rate Schedule AFT-1 [Atlantic Bridge Project] at the applicable time.

FOOTNOTES:

1/ This negotiated rate transaction does not deviate in any material respect from the form of service agreement set forth in Pipeline's FERC Gas Tariff.

replaced with the adjusted Reservation Rate and adjusted term extension rates, which are the applicable rates updated to reflect the cost sharing rate adjustment set forth in footnote 3.

7/ Customer shall pay: (i) a commodity charge which shall be zero for the quantity of gas, in Dekatherms, delivered during the applicable Day under Pipeline's Rate Schedule AFT-1 for the Project; (ii) the applicable Fuel Reimbursement Quantity ("FRQ") under Pipeline's Rate Schedule AFT-1 for the Project; (iii) the applicable Annual Charge Adjustment and all other charges and surcharges applicable to Rate Schedule AFT-1 for the Project; and (iv) any future surcharge or additional usage charge pursuant to any FERC-approved cost recovery mechanism of general applicability implemented in a generic proceeding or in a Pipeline specific proceeding, which mechanism recovers cost components not reflected in Pipeline's initial recourse rate(s) applicable to service under Pipeline's Rate Schedule AFT-1 for the Project.

8/ **Most Favored Nations (MFN)**

(a) MFN Related to Service on the Project and Future Expansions—In the event Pipeline enters into a long-term firm transportation service agreement under Rate Schedule AFT-1, or any similar, firm non-lateral only transportation rate schedule for service on Pipeline's mainline, (i) prior to the in-service date of the Project for service on the Project or (ii) for a period within ten years following the in-service date of the Project for incremental expansion service under any future project, with any customer who is similarly situated to Customer, and such customer's reservation rate is less than Customer's Reservation Rate, Pipeline will promptly offer Customer the same reservation rate as such other customer, or an agreed rate as set forth in subpart (b)(iii), provided that, in the case of subpart (a)(ii) for incremental expansion service under any future project, all the requirements of subpart (b) are met. If Customer is willing to accept such reservation rate, Customer must do so under the same or substantially similar terms and conditions of service of the Algonquin Tariff or other Commission-approved provisions and the same or substantially similar rate related provisions applicable to such other customer, and as further described in subparts (c) and (d) below. For purposes of this footnote 8, Customer will be considered "similarly situated" to another Project customer or Qualifying Incremental Project Customer (as such latter term is defined in subpart (b)(ii) below) if Customer meets the criteria in subparts (a) and/or (b), as applicable, and in either case, if Customer is receiving firm transportation service under a service agreement (and rate agreement, if applicable) under the same or substantially similar terms and conditions of service of the Algonquin Tariff or other Commission-approved provisions and the same or substantially similar rate/rate related provisions as such Project customer or Qualifying Incremental Project Customer ("Similarly Situated Customer").

(b) Interrelationship to Future Expansions

(i) Determination of Indicative Rate - Except as otherwise provided herein, in the event Pipeline enters into a long-term firm transportation service agreement (i.e., one year or longer) under Rate Schedule AFT-1, or any similar firm non-lateral only transportation rate schedule for service using Pipeline's mainline, for service on an incremental expansion project of comparable scope with any Similarly Situated Customer all of whose Primary Receipt Point(s) are located at or upstream of the Mahwah Interconnect and all of whose Primary Delivery Point(s) are located at or downstream of the HubLine Interconnection (i.e., the point on Algonquin's I-9 line between Fore River 803 and Potter 081 near the town of Weymouth that Algonquin identifies as interconnection of its

Canadian Tolls

| Line | Item | Units | TCPL and Enbridge Tolls | Reference |
|------|--|------------|-------------------------------|----------------------------|
| 1 | Union Parkway Belt to East Hereford on TCPL | | | |
| 2 | Demand Toll | \$CAD / GJ | \$ 19.27504 | CAD-4 |
| 3 | Delivery Pressure Demand Toll | \$CAD / GJ | \$ 0.60833 | CAD-2 |
| 4 | Abandonment Surcharge | \$CAD / GJ | \$ 1.11629 | CAD-4 |
| 5 | Total Demand Toll | \$CAD / GJ | \$ 20.99966 | Sum of Above |
| 6 | \$USD to \$CAD | Ratio | 1.3232 | CAD-5 |
| 7 | Total Demand Toll | \$US / GJ | \$ 15.8704 | Line 5 divided by Line 6 |
| 8 | GJ per Dth | Ratio | 1.055056 | |
| 9 | Total Demand Toll | \$US / Dth | \$ 16.7442 | Line 7 divided by Line 8 |
| 10 | | | | |
| 11 | Empress to East Hereford on TCPL | | | |
| 12 | Demand Toll | \$CAD / GJ | \$ 47.72679 | CAD-3 |
| 13 | Delivery Pressure Demand Toll | \$CAD / GJ | \$ 4.23096 | CAD-2 |
| 14 | Abandonment Surcharge | \$CAD / GJ | \$ 0.60833 | CAD-3 |
| 15 | Total Demand Toll | \$CAD / GJ | \$ 52.56608 | Sum of Above |
| 16 | \$USD to \$CAD | Ratio | 1.3232 | CAD-5 |
| 17 | Total Demand Toll | \$US / GJ | \$ 39.7265 | Line 5 divided by Line 6 |
| 18 | GJ per Dth | Ratio | 1.055056 | |
| 19 | Total Demand Toll | \$US / Dth | \$ 41.9137 | Line 7 divided by Line 8 |
| 20 | | | | |
| 21 | Dawn to Parkway on Enbridge Gas, Inc. Pipeline | | | |
| 22 | Total Demand Toll | \$CAD / GJ | \$ 3.7600 | CAD-4 |
| 23 | \$USD to \$CAD | Ratio | 1.3232 | CAD-5 |
| 24 | Total Demand Toll | \$US / GJ | \$ 2.8416 | Line 12 divided by Line 13 |
| 25 | GJ per Dth | Ratio | 1.055056 | |
| 26 | Total Demand Toll | \$US / Dth | \$ 2.9980 | Line 14 divided by Line 15 |
| 27 | | | | |

North Bay Junction Long Term Fixed Price (NBJ LTFP) Service

| Line No. | Particulars | Monthly Toll (\$/GJ/Month) | Daily Equivalent (\$/GJ) |
|----------|---------------------------------|----------------------------|--------------------------|
| | (a) | (b) | (c) |
| 1 | NBJ LTFP | 28.28750 | 0.9300 |
| 2 | NBJ LTFP Differential Surcharge | 0.00000 | 0.0000 |

Note: The toll for NBJ LTFP is inclusive of the applicable Abandonment Surcharge for FT service from Empress to North Bay Junction. The NBJ LTFP Differential Surcharge is zero provided the Abandonment Surcharge for FT service from Empress to North Bay Junction is equal or less than \$6.69167/GJ/Month.

Enhanced Market Balancing Service

| Line No. | Particulars | Monthly Toll (\$/GJ/Month) | Daily Equivalent (\$/GJ) | Abandonment Surcharge (\$/GJ/Month) | Daily Equivalent Abandonment Surcharge (\$/GJ) |
|----------|---------------------------------|----------------------------|--------------------------|-------------------------------------|--|
| | (a) | (b) | (c) | (d) | (e) |
| 3 | Union Parkway Belt to Union EDA | 9.92374 | 0.3262 | 0.43192 | 0.0142 |

Delivery Pressure

| Line No. | Particulars | Monthly Toll (\$/GJ/Month) | Daily Equivalent (\$/GJ) |
|----------|--------------------------------|----------------------------|--------------------------|
| | (a) | (b) | (c) |
| 4 | Average Delivery Pressure Toll | 0.60833 | 0.0200 |

Note: Delivery Pressure toll applies to the following locations: Emerson 1 , Emerson 2, Union SWDA, Enbridge SWDA, Dawn Export, Niagara Falls, Iroquois, Chippawa and East Hereford. The Daily Equivalent Toll is only applicable to STS Injections, IT, Diversions and STFT.

Union Dawn Receipt Point Surcharge

| Line No. | Particulars | Monthly Toll (\$/GJ/Month) | Daily Equivalent (\$/GJ) |
|----------|------------------------------------|----------------------------|--------------------------|
| | (a) | (b) | (c) |
| 5 | Union Dawn Receipt Point Surcharge | 0.13135 | 0.0043 |

Short Notice Balancing (SNB) Service

| Line No. | Particulars | Monthly Toll (\$/GJ/Month) | Daily Equivalent (\$/GJ) |
|----------|-------------|----------------------------|--------------------------|
| | (a) | (b) | (c) |
| 6 | SNB Toll | 2.97597 | 0.0978 |

Note: This SNB Toll is a representative toll for the Eastern Region.

Energy Deficient Gas Allowance (EDGA) Service

| Line No. | Particulars | Capacity Charge (\$/GJ/D) |
|----------|-----------------|---------------------------|
| | (a) | (b) |
| 7 | Western Section | 0.9388 |
| 8 | Eastern Section | 0.3302 |

Note: The EDGA Service capacity charge for the Western Section is the effective Empress to North Bay Junction FT Toll and the capacity charge for the Eastern Section is the effective Parkway to North Bay Junction FT Toll. The EDGA Service fuel charge for the Western Section includes the effective Empress to North Bay Junction monthly fuel ratio and the fuel charge for the Eastern Section includes the effective Parkway to North Bay Junction monthly fuel ratio.