

## Line N System Upgrade Project

### Long Term Firm Transportation Capacity to Key Markets in Western Pennsylvania

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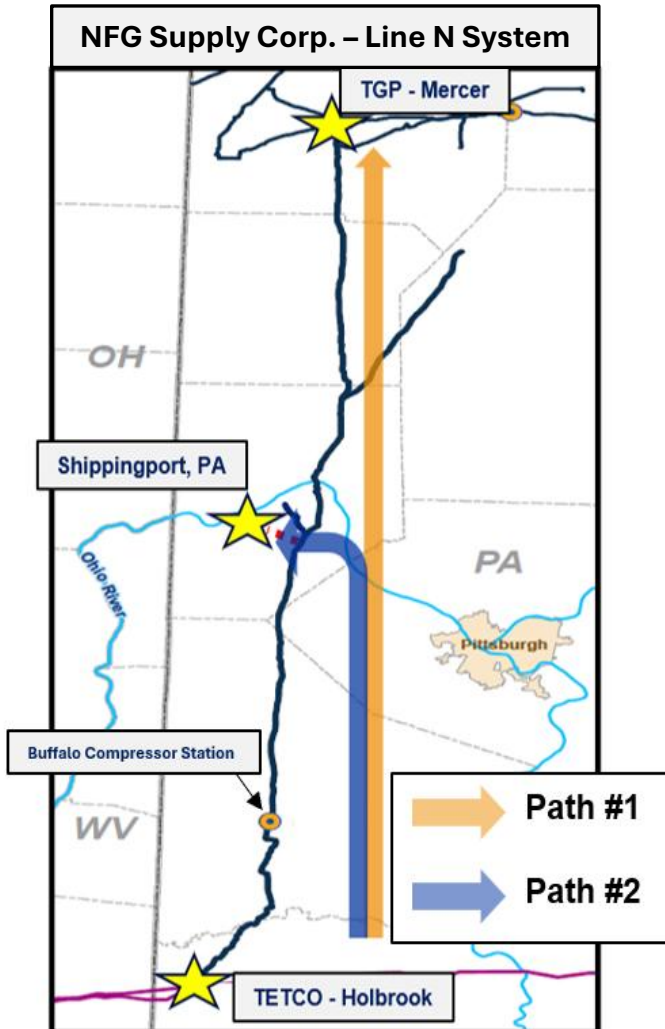
National Fuel Gas Supply Corporation (“National”) is pleased to commence an Open Season for Firm Transportation (“FT”) service associated with an expansion of National’s Line N Pipeline System (“Line N”) in western Pennsylvania. In addition, as part of this Open Season, National is including a Solicitation for Turnback Capacity, as outlined in Appendix A.

Through the expansion and modernization of facilities, the Line N System Upgrade Project will provide shippers with the opportunity to leverage National’s unique footprint to transport significant incremental volumes, including but not limited to connecting Appalachian production with key demand markets across Western Pennsylvania.

#### Open Season Period

This Open Season commences Wednesday, July 1, 2026, and expires at 11:00 a.m. (Eastern Time) on July 9, 2026.

### PROJECT HIGHLIGHTS



- **Capacity:** The Line N System Upgrade Project will make available 294,000 Dth/d of south-to-north firm transportation capacity under National’s existing Firm Transportation (“FT”) rate schedule across two distinct transportation paths.
  - Precedent Agreements have been executed with two Foundation Shippers (as defined in the “Foundation Shipper Status” section below), covering each of the respective transportation paths. Other parties interested in becoming a Foundation Shipper may do so by participating in this Open Season and meeting the Foundation Shipper requirements for the given path(s).
- Path #1:**
- 94,000 Dth/d
  - Provides firm south-to-north transportation service from new and existing receipt points on Line N south of National’s Buffalo Compressor Station, with delivery to TGP – Mercer.
- Path #2:**
- 200,000 Dth/d
  - Provides firm south-to-north transportation service from both new and existing receipt points on Line N south of National’s Buffalo Compressor Station, with delivery to a new interconnection at the Shippingport Industrial Park, located in Shippingport, PA.

## **Transportation Paths & Quantities**

### *Path# 1 (94,000 Dth/d)*

<b>Point Name</b>	<b>Meter Number</b>	<b>Receipt Point</b>	<b>Delivery Point</b>
TETCO - Holbrook	70015	X	
Eligible Line N Producer Receipt Points south of Buffalo Compressor Station <sup>(1)</sup>	Various	X	
TGP – Mercer	412888		X

<sup>(1)</sup> New & Existing Line N Producer Receipt Points must have real-time measurement, communication and control. Eligibility for selection as a firm receipt point is subject to review by National.

### *Path #2 (200,000 Dth/d)*

<b>Point Name</b>	<b>Meter Number</b>	<b>Receipt Point</b>	<b>Delivery Point</b>
TETCO - Holbrook	70015	X	
Eligible Line N Producer Receipt Points south of Buffalo Compressor Station <sup>(1)</sup>	Various	X	
New Delivery Interconnection – Shippingport, PA <sup>(2)</sup>	TBD		X

<sup>(1)</sup> New & Existing Line N Producer Receipt Points must have real-time measurement, communication and control. Eligibility for selection as a firm receipt point is subject to further review by National.

<sup>(2)</sup> Subject to National’s Shippingport Lateral Project (Docket CP25-541-000) being placed into service.

## **Rate Information**

National’s current maximum tariff FT rates are listed here:

<b>Rate</b>	<b>FT Rate Component</b>
\$6.1350	Reservation Charge (monthly, applied to contract MDTQ)
\$0.0069 per Dth	Commodity Charge (daily, applied to Dth quantity transported)
\$0.2086 per Dth	100% Load Factor Rate (Excluding surcharges and applicable Transportation Fuel/LAUF)

## **Fuel and Loss Allowances & Other Surcharges**

National’s current applicable tariff surcharges are listed in the table below:

<b>Rate</b>	<b>Transport Fuel and Surcharge Components for FT</b>
1.43%	Transportation Fuel and LAUF Retention*
\$0.0015 per Dth	Applicable FERC ACA Commodity Surcharge (daily, applied to Dth quantity transported)

\* Transportation Fuel and Company Use Retention and Transportation LAUF Retention (collectively “Transportation Fuel/LAUF”) are applicable to all transportation quantities and established and subject to change under the tracking mechanism in National’s GT&C Section 41 tariff sheets.

## **Expansion Facilities**

The incremental facilities required to provide the capacity associated with this Open Season may include, but are not limited to:

- Replacement and Upsizing of existing pipeline facilities along the Line N corridor
- Replacement of National’s existing Line N Ohio River crossing
- Pressure upgrades on certain Line N segments
- Crossover valves and other minor modifications at National’s existing Buffalo Compressor Station
- M&R facilities

## **Facilities Authorization**

This expansion will be subject to applicable state and federal regulatory approvals, including FERC authorization.

## **In-Service Date**

Subject to sufficient and timely market commitments, and regulatory approvals, National expects that transportation services under this offering could commence as early as November 1, 2028.

## **Minimum Term Requirements**

National requires a minimum contract term of fifteen (15) years for Path #1 and twenty (20) years for Path #2.

## **Foundation Shipper Status**

Foundation Shipper status is available to bidders, subject to the criteria below for the respective paths:

### *Path #1 Foundation Shipper Criteria:*

- Daily Quantity: 94,000 Dth/d
- Term: minimum term requirement of fifteen (15) years
- Rate: National's maximum Tariff FT rate, or a rate that meets or exceeds a predetermined Path #1 rate "floor" as established by National (refer to the "Bid Award Process")

### *Path #2 Foundation Shipper Criteria:*

- Daily Quantity: 200,000 Dth/d
- Term: minimum term requirement of twenty (20) years
- Rate: National's maximum Tariff FT rate

Foundation Shipper(s) will be granted the following benefits:

- Foundation Shippers shall not be subject to proration for the Path for which they meet the specified Foundation Shipper Criteria, other than proration necessary should there be multiple Foundation Shippers for the applicable Path.

## **Bid Award Process**

During the Open Season period, National will accept requests for the transportation services described above. For the purposes of awarding capacity, bidders are required to designate a firm transportation service commencement date of **November 1, 2028**. Bidders may request service under Path #1 and/or Path #2.

Shippers may request all or a portion of the available capacity under each Path and are allowed to revise their bids within the posting period. Requests for discounts of Transportation Fuel/LAUF will not be accepted. Prospective Foundation Shippers may propose a rate structure other than the maximum FT tariff rate for service under Path #1. National has established a predetermined minimum acceptable FT reservation rate floor for such requests. National will reject any Path #1 proposal below the floor and has not revealed the floor to any person outside the company.

National will award capacity using the methodology as outlined below. All net present value ("NPV") calculations will incorporate length of contract term and utilize a monthly rate of 0.8% (9.6% annually) for discounting purposes:

### *Path #1*

- First, capacity for Path #1 will be allocated to qualified Foundation Shipper(s), prorating capacity between Foundation Shippers based on quantity requested, if necessary.
- Second, subject to a determination by National in its sole discretion that additional capacity under Path #1 can be awarded, non-Foundation Shipper requests under Path #1 will be ranked, and the best bid(s) determined based on the highest NPV of the reservation charge revenues, per unit of capacity requested. Should National receive two or more bids of equal NPV per unit of capacity, the bid with the shortest term

will be deemed the best bid. Subject to other conditions in this posting, a ratable allocation, based on the quantities requested, shall be made among shippers that submit bids that are equal with respect to both NPV and term.

#### *Path #2*

- First, capacity for Path #2 will be allocated to qualified Foundation Shipper(s), prorating capacity between Foundation Shippers based on quantity requested, if necessary.
- Second, subject to a determination by National in its sole discretion that additional capacity can be awarded, non-Foundation Shipper requests under Path #2 will be ranked, and the best bid(s) determined based on the highest NPV of the reservation charge revenues, per unit of capacity requested. Should National receive two or more bids of equal NPV per unit of capacity, the bid with the shortest term will be deemed the best bid. Subject to other conditions in this posting, a ratable allocation, based on the quantities requested, shall be made among shippers that submit bids that are equal with respect to both NPV and term.

National reserves the right to award capacity in a manner that will maximize the amount of capacity awarded in this Open Season by considering the hydraulics and facility requirements associated with receipt and delivery point requests, and/or to award capacity to the combination of bids that generate the highest NPV for National. National is not obligated to proceed with any facilities expansion project. National may proceed with such project, but only if it is ultimately able to execute precedent agreements with term, quantity, and rate provisions that economically justify the project.

National reserves the right, in its sole discretion, to develop, revise, and optimize the resulting project(s) design and modify the amount of awarded transportation capacity to be greater or less than the amounts listed above. National reserves the right to proceed with one or more projects that will be defined through the contracting process and to develop alternative projects from the requests received during this Open Season representative of the timing requested and markets served.

#### **Bid Process & Documents**

Participation in this Open Season is binding for bidders seeking Foundation Shipper status. Such participation requires (i) submission of a completed Service Request Form (“SRF”) prior to the close of the Open Season and (ii) submission of a Precedent Agreement executed by an authorized officer of the bidding entity prior to the close of the Open Season. Bidders interested in Foundation Shipper status may request from National a Precedent Agreement reflecting capacity under Path #1 and/or Path #2.

Requests by non-Foundation shippers are non-binding and must be made by submitting a completed SRF before the close of this Open Season. Non-Foundation Shippers awarded capacity in this Open Season must enter into discussions leading to execution of a binding Precedent Agreement. Once tendered, such agreements must be executed by an officer of the bidding entity and returned to National within 20 business days.

Bidders may complete an SRF online, download the [PDF version](#) from the Forms section of our website, or obtain one by contacting our Marketing Department at (716) 857-7485. The completed forms can be emailed to [Marketing@NatFuel.com](mailto:Marketing@NatFuel.com), or mailed to the address below:

National Fuel Gas Supply Corporation  
Commercial Services, Interstate Marketing Department  
6363 Main Street  
Williamsville, NY 14221

**Bid Results**

The results of this Open Season will be posted on National's website – [Click to View](#)

**Credit**

Shippers will be required to demonstrate creditworthiness or provide a credit alternative acceptable to National.

**Contacts**

For more information, please contact a member of our Marketing team:

<p>Anthony Limina <a href="mailto:LiminaA@natfuel.com">LiminaA@natfuel.com</a> (716) 857-7924</p>	<p>Christian Hollfelder <a href="mailto:HollfelderC@natfuel.com">HollfelderC@natfuel.com</a> (716) 857-7428</p>
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## **APPENDIX A**

### **SOLICITATION FOR TURN BACK OF TRANSPORTATION CAPACITY**

In connection with the Line N System Upgrade Project (“Project”), National Fuel Gas Supply Corporation (“National”) is soliciting offers for the permanent relinquishment of firm transportation capacity. Existing shippers under National’s FT rate schedule holding year-round primary firm transportation capacity wholly within the Project’s south-to-north path who believe such capacity could be used in lieu of a portion(s) of the proposed Project are invited to notify National of their desire to permanently relinquish their capacity for use in the Project and must identify the specific contract(s), path(s), and quantity of capacity to be relinquished in such notice. National intends to combine any relinquished capacity with proposed incremental capacity to render service under the Project. Any offer of relinquishment must be received by National by the close of the Open Season.

This solicitation of capacity relinquishment is non-binding on National and is subject to rejection or proration by National on a not unduly discriminatory basis for any reason, including but not limited to (i) National’s evaluation of the results of the Open Season, (ii) the remaining contract term and rate in effect under the service agreement, and/or (iii) the relinquished capacity failing to (a) comply with the foregoing criteria, (b) be economically accretive to National, or (c) directly offset the Project’s incremental facilities that National proposes to construct and/or modify to satisfy the Project’s capacity. Offers to relinquish capacity must be unconditional, binding, and irrevocable. If more turnback capacity is offered than is needed for the Project, preference will be given to those offers which reduce the cost of the Project by the largest amount. In the event of a tie, preference will be given to those offers which have the shortest remaining term for the capacity to be relinquished. In the event the Project does not go forward for any reason, the capacity relinquishment shall not be effectuated. Offers for permanent relinquishment will not be accepted from any shipper contracting for service under the Project.

Shippers relinquishing capacity hereunder will retain all rights and obligations set forth in their respective service agreement(s) and under National’s FERC Gas Tariff until firm transportation service commences under the Project through the relinquished capacity, at which time the relinquishing shipper’s service agreement(s) will be terminated or amended as necessary to reflect the relinquished capacity, all as further described below. If the relinquished capacity is permanently released prior to the in-service date of the Project, the released capacity will be subject to the terms and conditions of the relinquishment hereunder.

National’s acceptance of relinquished capacity shall be subject to the following:

1. Execution and delivery by National and shipper of (i) an agreement setting forth the terms and conditions governing the permanent relinquishment of such firm transportation capacity (such agreement to be provided by National), and (ii) an agreement to amend or terminate, as applicable, the shipper’s firm transportation service agreement(s) reflecting any necessary modifications resulting from any such relinquishment; and
2. Execution and delivery by National and the shipper(s) under the Project of a service agreement(s) to subscribe to all the Project capacity, including such relinquished capacity; and
3. Receipt by National of all necessary approvals and authorizations, including from the FERC, for the proposed Project facilities and service (including approval of the capacity relinquishment) in a form acceptable to National in its sole opinion; and
4. Placing the portion of the Project into service that utilizes the relinquished capacity.

Offers to turn back capacity must be submitted prior to the close of this Open Season and should be submitted via mail, fax or email as listed below:

Address:

National Fuel Gas Supply Corporation  
Interstate Marketing Department  
6363 Main Street  
Williamsville, NY 14221

Fax: (716) 857-7310

Email: [Marketing@NatFuel.com](mailto:Marketing@NatFuel.com)