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April 19, 2024

P-2024-3048592-AEL-4/22/24

***VIA ELECTRONIC FILING***

Rosemary Chiavetta, Secretary  
Pennsylvania Public Utility Commission  
Commonwealth Keystone Building, 2nd Fl  
400 North Street  
Harrisburg, PA 17120

**Re: Petition of Duquesne Light Company For Approval of Default Service Plan For The  
Period June 1, 2025 Through May 31, 2029  
Docket No. P-2024\_\_\_\_\_**

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Dear Secretary Chiavetta:

Enclosed for filing on behalf of Duquesne Light Company (“Duquesne Light” or the “Company”), please find the *Petition of Duquesne Light Company for Approval of Default Service Plan For The Period June 1, 2025 through May 31, 2029* (“Default Service Plan”). To facilitate approval, the Company has filed its direct testimony with the Default Service Plan and respectfully requests that the Pennsylvania Public Utility Commission (“Commission”) assign this matter to the Office of Administrative Law Judge for evidentiary hearings and the issuance of a Recommended Decision.

The filing consists of the following documents:

- Petition
- Duquesne Light Statement No. 1, the Direct Testimony of C. James Davis;
- Duquesne Light Statement No. 2, the Direct Testimony of John A. Peoples, including Exhibits JP-1 through JP-3;
- Duquesne Light Statement No. 3, the Direct Testimony of Scott G. Fisher;
- Duquesne Light Statement No. 4, the Direct Testimony of David B. Ogden, including Exhibits DBO-1 through DBO-8; and

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- Duquesne Light Statement No. 5, the Direct Testimony of Sarah J. Oleksak, including Exhibits SO-1 through SO-3.

Please enter the appearance of the following attorneys on behalf of the Company in this proceeding:

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Please send copies of all documents and communications in this proceeding to the counsel listed above.

As indicated on the attached Certificate of Service, Duquesne Light is serving this Petition of the Bureau of Investigation & Enforcement, the Office of Consumer Advocate, the Office of Small Business Advocate, and PJM Interconnection, LLC. Duquesne Light is also serving all active parties in the Company's last default service proceeding, *Petition of Duquesne Light Company for Approval of Default Service Plan For The Period June 1, 2021 Through May 31, 2025*, at Docket No. P-2020-3019522. Due to the high number of electric generation suppliers ("EGS") in the Company's service territory, EGSs that did not participate in Duquesne Light's last default service proceeding are being served with a copy of this filing letter and the attached Certificate of Service only.

Should you have any questions, please do not hesitate to contact me.

Respectfully submitted,



Anthony D. Kanagy

ADK/dmc  
Enclosures

cc: Stephen M. DeFrank, Chairman (*letter and Certificate of Service only*)  
Kimberly M. Barrow, Vice Chair (*letter and Certificate of Service only*)

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Ralph V. Yanora, Commissioner (*letter and Certificate of Service only*)  
John Coleman, Jr., Commissioner (*letter and Certificate of Service only*)  
Kathryn L. Zerfuss, Commissioner (*letter and Certificate of Service only*)  
Certificate of Service

## CERTIFICATE OF SERVICE

I hereby certify that a true and correct copy of the foregoing has been served upon the following persons, in the manner indicated, in accordance with the requirements of 52 Pa. Code § 1.54 (relating to service by a participant).

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*Counsel for Intervenor NRDC*

**VIA FIRST-CLASS MAIL**  
*(Letter and Certificate of Service only)*

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Syracuse, Ny 13221

Allegheny Energy Supply Co, LLC  
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Akron, Oh 44320

Alpha Gas And Electric, LLC  
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Monsey, Ny 10952

Ambit Energy  
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Dallas, Tx 75202

American Power & Gas Of Pa LLC  
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Seminole, Fl 33777

American Power Partners, LLC  
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Williamsville, Ny 14221

American Powernet Management, LP  
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Wyomissing, Pa 19610

Ap Gas & Electric (Pa), LLC  
6161 Savoy Dr Ste 500  
Houston, Tx 77036

APN Starfirst, LP  
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Approved Energy II LLC  
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Aspurity Energy LLC  
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Minneapolis, Mn 55416

Astral Energy LLC  
25 Phillips Parkway  
Montvale, Nj 07645

Atlantic Energy Md, LLC  
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Deerfield Beach, Fl 33442

Blue Pilot Energy  
250 Pilot Rd Ste 300  
Las Vegas, Nv 89119

Bluerock Energy, Inc.  
125 E Jefferson St Ste 800  
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Bounce Energy  
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Bp Energy Retail Company LLC  
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Brighten Energy, LLC  
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Capital Energy Pa LLC DbA Sunrise Power  
& Gas  
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Catalyst Power & Gas LLC  
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Champion Energy Services, LLC  
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Choice Energy, LLC D/B/A 4 Choice  
Energy, LLC  
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City Power and Gas, LLC  
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Clean Choice Energy, Inc  
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Cleansky Energy  
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Houston, Tx 77098

Clearview Electric, Inc  
600 N Pearl St Ste S104  
Dallas, Tx 75201

Community Energy, Inc.  
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Radnor, Pa 19087

Conoco Phillips Company  
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Houston, Tx 77079

Consolidated Edison Solutions,  
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Constellation New Energy, Inc  
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Houston, Tx 77002

Constellation NewEnergy, Inc.  
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CPY Retail Energy LP  
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Shelton, Ct 06484

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Richmond, Va 23219

Dominion Marketing Services  
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Dayton, Oh 45432

DTE Energy Supply, Inc.  
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Ann Arbor, Mi 48104

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Pittsburgh, Pa 15203

Dynegy Energy Services (East), LLC  
312 Walnut St Ste 1500  
Cincinnati, Oh 45202

Dynegy Energy Services (East), LLC d/b/a  
Better Buy Energy  
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Irving, Tx 75039

East Coast Power & Gas  
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Bronx, Ny 10454

Eligo Energy Pa, LLC  
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Chicago, Il 60606

Energetix, Inc  
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Energy D/B/A Energo  
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Energy Harbor, LLC  
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Energy Plus Holdings, LLC  
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Philadelphia, Pa 19104

Energy Rewards  
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Norwalk, Ct 06854

Energy Transfer Retail Power, LLC  
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San Antonio, Tx 78258

Energypenn USA LLC  
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Allentown, Pa 18106

Entrust Energy East, Inc.  
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Houston, Tx 77010

First Point Power LLC  
300 Jefferson Blvd Ste 104  
Warwick, Ri 02888

Freepoint Energy Solutions LLC  
3050 Post Oak Blvd Ste 1330  
Houston, Tx 77056

Frontier Utilities Ne, LLC  
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Houston, Tx 77002

Glacial Energy Of Pa, Inc.  
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Briarcliff, Ny 10510

Grand Energy, LLC  
15215 N. Kierland Blvd  
Scottsdale, Az 85254

Great American Power  
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Green Mountain Energy Company  
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Green Mountain Energy Company  
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Engie Resources  
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Empowered USA Inc.  
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Greenlight Energy, Inc.  
10818 Queens Blvd Fl 4  
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Grid Power Direct, LLC  
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Guttman Energy Inc.  
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Hess Corporation  
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Hiko Energy, LLC  
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Hudson Energy Services  
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Indra Energy  
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Iron Energy  
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Austin, Tx 78746

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Life Energy, LLC  
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Linde Energy Services, Inc.  
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Median Energy Pa LLC  
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Mahwah, Nj 07430

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MP2 Energy NE, LLC  
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MPower Energy NJ LLC  
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National Choice Energy, LLC  
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National Gas & Electric, LLC.  
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Octopus Energy LLC  
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Houston, Tx 77002

Oxford Energy Services, LLC  
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Park Power  
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Pennsylvania Gas & Electric  
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Pepco Energy Services, Inc  
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Arlington, Va 22209

Pilot Power Group, LLC  
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Pinnacle Power, LLC  
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Plymouth Rock Energy Corp.  
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Statewise Energy Pennsylvania LLC  
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Stream Energy  
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Summer Energy Midwest, LLC  
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Talen Energy Marketing LLC  
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Talen Energy Marketing, LLC  
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Date: April 19, 2024



Anthony D. Kanagy

Duquesne Light Company

Exhibit DBO-1

Default Service Supply Plan - June 1, 2025 through May 31, 2029

Illustrative Example - Derivation of Residential, Residential EV TOU, & Lighting Default Service Supply Bi-Annual Rate Adjustment

		Electric Vehicle Time of Use ("EV-TOU")					Lighting Classes (AL,SE,SM,SH,PAL)	
		Residential Classes (RS, RH, RA)	Peak Residential Classes (RS, RH, RA)	Off-Peak Residential Classes (RS, RH, RA)	Super Off-Peak Residential Classes (RS, RH, RA)			
1	Competitive Auction Average Wholesale Price (\$/MWh)	\$60.00 /MWh	\$60.00 /MWh	\$60.00 /MWh	\$60.00 /MWh	\$60.00 /MWh	Weighted bid price (1)	
2	Line Losses - T & D	6.9%					Transmission (0.8%); Distribution (6.1%)	
3	Price Adjustment for Losses (\$/MWh)	\$4.14 /MWh	\$4.14 /MWh	\$4.14 /MWh	\$4.14 /MWh	\$4.14 /MWh	Line 1 * Line 2	
4	Adjusted Wholesale Price for Losses (\$/MWh)	\$64.14 /MWh	\$64.14 /MWh	\$64.14 /MWh	\$64.14 /MWh	\$64.14 /MWh	Line 1 + Line 3	
5	Forecast Residential & Lighting POLR Sales (MWh)	1,578,500					Forecast Residential & Lighting default service sales (MWh), Exhibit DBO-4, Line 8	
6	Forecast Residential POLR Sales (MWh)	1,575,500					Forecast Residential default service sales (MWh)	
7	Outside Services Fees	\$69,178					Exhibit DBO-4, Lines 1, 2, & 3	
8	Administrative Adder	\$0.04 /MWh	\$0.04 /MWh	\$0.04 /MWh	\$0.04 /MWh	\$0.04 /MWh		
9	Filing Preparation and Approval Process Expense	\$73,831					Exhibit DBO-4, Line 10	
10	Working Capital for Default Service Supply Expense	\$403,699					Exhibit DBO-4, Line 11	
11	Total Residential/Lighting Unbundling Expense	\$477,530						
12	Unbundling Rate (per MWh)	\$0.30 /MWh	\$0.30 /MWh	\$0.30 /MWh	\$0.30 /MWh	\$0.30 /MWh	Line 11 / Line 5	
13	Capacity Adjustment	(\$100,000)					Reconciliation of capacity proxy price of actual capacity price. (3)	
14	Capacity Adjustment Rate (per MWh)	(\$0.06) /MWh	(\$0.06) /MWh	(\$0.06) /MWh	(\$0.06) /MWh	(\$0.06) /MWh	Line 13 / Line 5	
15	Solar Contract Cost	\$6,460					Exhibit DBO-4, Line 6	
16	Solar Contract Rate (per MWh)	\$0.00 /MWh	\$0.00 /MWh	\$0.00 /MWh	\$0.00 /MWh	\$0.00 /MWh	Line 15 / Line 5	
17	Green Tariff RFP Cost	\$156,000					Exhibit DBO-4, Line 7	
18	Green Tariff RFP Rate (per MWh)	\$0.10 /MWh	\$0.10 /MWh	\$0.10 /MWh	\$0.10 /MWh	/MWh	Line 17 / Line 6	
19	Reconciliation Adjustment	(\$50,000)					(Over)/under collection including interest (1)	
20	E Factor Rate (\$/MWh)	(\$0.03) /MWh	(\$0.03) /MWh	(\$0.03) /MWh	(\$0.03) /MWh	(\$0.03) /MWh	Line 19 / Line 5	
21	Adjusted Wholesale Price (\$/MWh)	\$64.49 /MWh	\$64.49 /MWh	\$64.49 /MWh	\$64.49 /MWh	\$64.40 /MWh	Line 4 + Line 8 + Line 12 + Line 14 + Line 16 + Line 18 + Line 20	
22	Residential/Lighting Rate Factor	1.0031	1.0031	1.0031	1.0031	0.7697	Exhibit DBO-2	
23	EV TOU Rate Factor		1.63	0.89	0.63		Exhibit DBO-3	
24	Adjusted Wholesale Price for Rate Factor (\$/MWh)	\$64.69 /MWh	\$105.69 /MWh	\$57.72 /MWh	\$41.07 /MWh	\$49.57 /MWh	Line 21 * Line 22 * Line 23	
25	TOU Program Expenses	\$114,342					Exhibit DBO-4, Line 3	
26	TOU Adder (\$/MWh)	\$0.07 /MWh	\$0.07 /MWh	\$0.07 /MWh	\$0.07 /MWh		Line 25 / Line 6	
27	Total Adjusted Wholesale Price (\$/MWh)	\$64.77 /MWh	\$105.76 /MWh	\$57.79 /MWh	\$41.14 /MWh	\$49.57 /MWh	Line 24 + Line 26	
28	PA GRT @ 5.9%	\$4.06 /MWh	\$6.63 /MWh	\$3.62 /MWh	\$2.58 /MWh	\$3.11 /MWh	Line 27 * (.059/(1-.059))	
29	Total Retail Rate (\$/MWh)	\$68.83 /MWh	\$112.39 /MWh	\$61.41 /MWh	\$43.72 /MWh	\$52.68 /MWh	Line 27 + Line 28	
30	Default Service Supply Rate	6.8826 ¢/kWh	11.2390 ¢/kWh	6.1410 ¢/kWh	4.3724 ¢/kWh	5.2678 ¢/kWh	Line 29 / 10 (2)	

1/ For illustrative purposes only.

2/ Lighting class supply rate will be applied to monthly kWh consumption of each fixture in rate classes SM, SH and PAL to derive monthly fixed default service supply charge per fixture.

3/ Consistent with the Company's most recent capacity proxy price ("CPP") filing at Docket No. P-2023-3037630.

**Duquesne Light Company**  
**Default Service Supply Plan - June 1, 2025 to May 31, 2029**  
**Derivation of DSS Rate Factors for Residential and Lighting Customers**

**Exhibit DBO-2**

**Capacity**

		<u>Residential</u>	<u>Lighting</u>	<u>Total</u>
1	Capacity Obligation (MW-day)			
2	2020	525,604	677	526,281
3	2021	549,417	1,071	550,487
4	2022	565,885	722	566,608
5	2023	553,838	1,153	554,991
5	2024/2025 Capacity Price (\$/MW-day) (1)	\$29.40	\$29.40	\$29.40
6	Load (MWH)			
7	2020	4,483,221	59,039	4,542,260
8	2021	4,462,594	58,712	4,521,306
9	2022	4,412,979	57,994	4,470,973
10	2023	4,049,447	57,131	4,106,578
10	2024/2025 Capacity Price (\$/MWH)			
11	2020	\$3.45	\$0.34	\$3.41
12	2021	\$3.62	\$0.54	\$3.58
13	2022	\$3.77	\$0.37	\$3.73
13	2023	\$4.02	\$0.59	\$3.97

**Energy**

		<u>Residential</u>	<u>Lighting</u>	<u>Total</u>
14	Load-Weighted LMP (\$/MWH)			
15	2020	\$23.80	\$18.70	\$23.73
16	2021	\$40.01	\$34.70	\$39.94
17	2022	\$79.86	\$64.99	\$79.67
17	2023	\$32.40	\$27.88	\$32.33

**Capacity + Energy**

		<u>Residential</u>	<u>Lighting</u>	<u>Total</u>
18	\$/MWH			
19	2020	\$27.25	\$19.04	\$27.14
20	2021	\$43.63	\$35.23	\$43.52
21	2022	\$83.63	\$65.36	\$83.39
21	2023	\$36.42	\$28.47	\$36.31

**Rate Factor**

		<u>Residential</u>	<u>Lighting</u>
22	2025/2026 Rate Factor		
23	2020	1.0039	0.7014
24	2021	1.0025	0.8096
25	2022	1.0028	0.7838
26	2023	1.0030	0.7842
26	Average	<b>1.0031</b>	<b>0.7697</b>

1/ As of 3rd Incremental Auction for 2024/2025.

**Duquesne Light Company**  
**Default Service Supply Plan - June 1, 2025 to May 31, 2029**  
**Derivation of EV-TOU Supply Rate Factors: Residential and Lighting**

**Exhibit DBO-3**

**Capacity**

		<u>Peak</u>	<u>Off-Peak</u>	<u>Super Off-Peak</u>	<u>RES Total</u>
1	Capacity Obligation (MW-day) (1)				
2	2020	1	0	0	525,604
3	2021	1	0	0	549,417
4	2022	1	0	0	565,885
5	2023	1	0	0	553,838
5	2024/2025 Capacity Price (\$/MW-day) (2)	\$29.40	\$29.40	\$29.40	\$29.40
6	Load (MWH)				
7	2020	2	7	5	4,483,221
8	2021	2	6	5	4,462,594
9	2022	2	6	5	4,412,979
10	2023	2	6	5	4,049,447
10	2024/2025 Capacity Price (\$/MWH)				
11	2020	\$16.79	\$0.00	\$0.00	\$3.45
12	2021	\$16.91	\$0.00	\$0.00	\$3.62
13	2022	\$18.23	\$0.00	\$0.00	\$3.77
13	2023	\$19.24	\$0.00	\$0.00	\$4.02

**Energy**

		<u>Peak</u>	<u>Off-Peak</u>	<u>Super Off-Peak</u>	<u>RES Total</u>
14	Load-Weighted LMP (\$/MWH)				
15	2020	\$30.10	\$23.94	\$15.96	\$23.80
16	2021	\$51.41	\$39.76	\$29.02	\$40.01
17	2022	\$109.14	\$74.96	\$57.75	\$79.86
17	2023	\$43.57	\$32.14	\$21.78	\$32.40

**Capacity + Energy**

		<u>Peak</u>	<u>Off-Peak</u>	<u>Super Off-Peak</u>	<u>RES Total</u>
18	\$/MWH				
19	2020	\$46.89	\$23.94	\$15.96	\$27.25
20	2021	\$68.32	\$39.76	\$29.02	\$43.63
21	2022	\$127.37	\$74.96	\$57.75	\$83.63
21	2023	\$62.81	\$32.14	\$21.78	\$36.42

**Rate Factor**

		<u>Peak</u>	<u>Off-Peak</u>	<u>Super Off-Peak</u>
22	2025/2026 Rate Factor			
23	2020	1.72	0.88	0.59
24	2021	1.57	0.91	0.67
25	2022	1.52	0.90	0.69
26	2023	1.72	0.88	0.60
26	Average	<b>1.63</b>	<b>0.89</b>	<b>0.63</b>

1/ As of 3rd Incremental Auction for 2024/2025.

Default Service Supply Plan - June 1, 2025 to May 31, 2029

Derivation of EV-TOU Supply Rate Factors: Small Commercial and Industrial

**Capacity**

		<u>Peak</u>	<u>Off-Peak</u>	<u>Super Off-Peak</u>	<u>Total</u>
1	Capacity Obligation (MW-day)				
2	2020	80,653	0	0	80,653
3	2021	77,260	0	0	77,260
4	2022	79,211	0	0	79,211
5	2023	81,533	0	0	81,533
5	2024/2025 Capacity Price (\$/MW-day) (1)	\$29.40	\$29.40	\$29.40	\$29.40
6	Load (MWH)				
7	2020	165,827	466,343	200,877	833,047
8	2021	179,489	502,050	215,172	896,711
9	2022	183,006	520,090	225,105	928,201
10	2023	178,311	504,741	217,257	900,309
10	2024/2025 Capacity Price (\$/MWH)				
11	2020	\$14.30	\$0.00	\$0.00	\$2.85
12	2021	\$12.65	\$0.00	\$0.00	\$2.53
13	2022	\$12.72	\$0.00	\$0.00	\$2.51
13	2023	\$13.44	\$0.00	\$0.00	\$2.66

**Energy**

		<u>Peak</u>	<u>Off-Peak</u>	<u>Super Off-Peak</u>	<u>Total</u>
14	Load-Weighted LMP (\$/MWH)				
15	2020	\$28.76	\$23.91	\$16.03	\$22.98
16	2021	\$50.76	\$40.09	\$29.26	\$39.62
17	2022	\$100.82	\$72.79	\$58.10	\$74.75
17	2023	\$42.01	\$31.99	\$22.01	\$31.57

**Capacity + Energy**

		<u>Peak</u>	<u>Off-Peak</u>	<u>Super Off-Peak</u>	<u>Total</u>
18	\$/MWH				
19	2020	\$43.06	\$23.91	\$16.03	\$25.82
20	2021	\$63.41	\$40.09	\$29.26	\$42.16
21	2022	\$113.55	\$72.79	\$58.10	\$77.26
21	2023	\$55.45	\$31.99	\$22.01	\$34.23

**Rate Factor**

		<u>Peak</u>	<u>Off-Peak</u>	<u>Super Off-Peak</u>
22	2025/2026 Rate Factor			
23	2020	1.67	0.93	0.62
24	2021	1.50	0.95	0.69
25	2022	1.47	0.94	0.75
26	2023	1.62	0.93	0.64
26	Average	<b>1.57</b>	<b>0.94</b>	<b>0.68</b>

1/ As of 3rd Incremental Auction for 2024/2025.

**Duquesne Light Company**  
**Default Service Supply Plan - June 1, 2025 to May 31, 2029**  
**Derivation of EV-TOU Supply Rate Factors: Medium Commercial and Industrial**

**Exhibit DBO-3**

**Capacity**

		<u>Peak</u>	<u>Off-Peak</u>	<u>Super Off-Peak</u>	<u>Total</u>
1	Capacity Obligation (MW-day)				
2	2020	145,865	0	0	145,865
3	2021	136,401	0	0	136,401
4	2022	137,780	0	0	137,780
5	2023	139,709	0	0	139,709
5	2024/2025 Capacity Price (\$/MW-day) (1)	\$29.40	\$29.40	\$29.40	\$29.40
6	Load (MWH)				
7	2020	314,904	909,673	374,497	1,599,074
8	2021	337,925	972,851	393,364	1,704,140
9	2022	339,837	992,282	402,873	1,734,992
10	2023	319,060	928,340	374,431	1,621,832
10	2024/2025 Capacity Price (\$/MWH)				
11	2020	\$13.62	\$0.00	\$0.00	\$2.68
12	2021	\$11.87	\$0.00	\$0.00	\$2.35
13	2022	\$11.92	\$0.00	\$0.00	\$2.33
13	2023	\$12.87	\$0.00	\$0.00	\$2.53

**Energy**

		<u>Peak</u>	<u>Off-Peak</u>	<u>Super Off-Peak</u>	<u>Total</u>
14	Load-Weighted LMP (\$/MWH)				
15	2020	\$28.46	\$23.67	\$15.99	\$22.82
16	2021	\$50.53	\$39.93	\$29.16	\$39.55
17	2022	\$99.42	\$72.16	\$57.62	\$74.13
17	2023	\$41.76	\$31.90	\$22.00	\$31.55

**Capacity + Energy**

		<u>Peak</u>	<u>Off-Peak</u>	<u>Super Off-Peak</u>	<u>Total</u>
18	\$/MWH				
19	2020	\$42.07	\$23.67	\$15.99	\$25.50
20	2021	\$62.40	\$39.93	\$29.16	\$41.90
21	2022	\$111.34	\$72.16	\$57.62	\$76.46
21	2023	\$54.63	\$31.90	\$22.00	\$34.09

**Rate Factor**

		<u>Peak</u>	<u>Off-Peak</u>	<u>Super Off-Peak</u>
22	2025/2026 Rate Factor			
23	2020	1.65	0.93	0.63
24	2021	1.49	0.95	0.70
25	2022	1.46	0.94	0.75
26	2023	1.60	0.94	0.65
26	Average	<b>1.55</b>	<b>0.94</b>	<b>0.68</b>

1/ As of 3rd Incremental Auction for 2024/2025.

Duquesne Light Company  
 Default Service Plan June 1, 2025 to May 31, 2029

Exhibit DBO-4

Estimated Default Service Preparation and Implementation Costs [1]

				A = (B * 4)    B = (C+D+E+F)		C	D	E	F		
		Current Recovery	Proposed Recovery			Total Estimated	Annualized Estimated	Forecasted Annual Default Service Costs by Customer Class			
Line	Item	Mechanism	Mechanism	Description	Costs	Costs	Residential & Lighting Fixed Product	Small C&I Fixed Product	Medium C&I Fixed Product	Medium & Large C&I HPS Product	
1	Competitive Auction Process and Evaluation [2]	Default Service Supply Rates	Default Service Supply Rates (Direct Assignment)	Consulting services for independent evaluator to conduct competitive auctions (reoccurring)	\$1,680,000	\$420,000	\$129,231	\$129,231	\$129,231	\$32,308	
2	PJM ARR Allocations [3]	Default Service Supply Rates	Default Service Supply Rates (Direct Assignment)	Consulting services for PJM ARR path selections.	\$140,000	\$35,000	\$8,750	\$8,750	\$8,750	\$8,750	
3	EV TOU Program [4]	Default Service Supply Rates	Default Service Supply Rates (Direct Assignment)	Customer Outreach, Research and EV TOU Rate Tools	\$763,150	\$267,350	\$228,683	\$5,833	\$5,833	\$0	
4	Net Metering Payout [5]	Default Service Supply Rates	Default Service Supply Rates & Transmission Service Charge (Direct Assignment)	Payouts for Net Metering Customers	\$2,292,000	\$573,000	\$301,000	\$263,000	\$9,000	\$0	
5	Miscellaneous Expense	Default Service Supply Rates	Default Service Supply Rates (Direct Assignment)	Miscellaneous Expense	\$7,200	\$1,800	\$375	\$375	\$375	\$675	
6	Solar Contract Costs [6]	Default Service Supply Rates	Default Service Supply Rates (Direct Assignment)	Consulting services for independent evaluator to conduct Solar Competitive Auctions.	\$70,000	\$17,500	\$12,920	\$2,079	\$1,498	\$1,003	
7	Green Tariff Administrative Costs [7]	N/A	Default Service Supply Rates (Direct Assignment)	Costs associated with the Green Tariff RFP	\$156,000	\$400,500	\$156,000				
8	Average Annual Forecasted POLR Sales (MWh)						3,157,000	508,000	366,000	245,000	
9	Default Service Costs										
10	Filing Preparation and Approval Process	Default Service Supply Rates	Default Service Supply Rates (Allocated on forecasted POLR MWhs)	Consulting services and outside counsel to help prepare filing and throughout regulatory process	\$800,000	\$200,000	\$147,661	\$23,761	\$17,119	\$11,459	
11	Working Capital for Default Service Supply [8]	Default Service Supply Rates	Default Service Supply Rates (Allocated on forecasted POLR MWhs)	Costs associated with lag in time between the utility's out-of-pocket payment expenses and the collection of revenues for default service.	\$4,374,321	\$1,093,580	\$807,398	\$129,920	\$93,604	\$62,658	
12	<b>Total (Line 1 + Line 2 + Line 3 + Line 4 + Line 7 + Line 8 + Line 9 + Line 10 + Line 11)</b>					<b>\$10,142,671</b>	<b>\$3,008,730</b>	<b>\$1,792,018</b>	<b>\$562,949</b>	<b>\$265,409</b>	<b>\$116,853</b>

1/ All costs subject to change depending on final order and implementation costs.

2/ The estimated Independent Market Monitor costs have remained flat.

3/ Costs kept flat as of June 2024.

4/ The total four year estimated costs are from Statement No. 5, Exhibit SO-1. The annualized estimates represent the first year of the plan.

5/ Estimated Net Metering payouts based on annual payouts from DSS 1307e filed on February 29, 2024 at Docket No. M-2024-3046972 and FRA 1307e filed on March 18, 2024 at Docket No. M-2024-3046974.

6/ Consistent with the Company's first compliance filing, Solar Power Purchase Agreement ("PPA") at Docket No. P-2020-3019522, the Company will recover its third party costs to prepare and implement the solar PPA for Default Service customers during the term of DSP X (6/1/25 through 5/31/29)

7/ The annualized estimates represent the first year of the plan.

8/ Assuming the Company's pre-tax weighted cost of capital of ~10.67%, the revenue requirement (annual expense) associated with DSS working capital is \$1,093,580 [\$10,247,546 multiplied by ~10.67% return]. The cash working capital cost of \$10,247,546 is based on the supply related working capital costs excluded from distribution base rates in the Company's base rate proceeding at Docket No. R-2024-3046523 on Exhibit 6-1, page 2 of 6, line 66.

EXHIBIT NO. DBO-5

SUPPLEMENT NO. XX  
TO ELECTRIC – PA. P.U.C. NO. 25



# SCHEDULE OF RATES

For Electric Service in Allegheny and Beaver Counties

(For List of Communities Served, see Pages No. 4 and 5)

Issued By

**DUQUESNE LIGHT COMPANY**

411 Seventh Avenue  
Pittsburgh, PA 15219

**Kevin E. Walker**

**President and Chief Executive Officer**

ISSUED: XXXXX X, XXXX

EFFECTIVE: XXXXX X, XXXX

Issued pursuant to the Commission's Order  
entered XXXXXXXX XX, XXXX, at Docket No. P-2024-XXXXXX.

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# NOTICE

**THIS TARIFF SUPPLEMENT MAKES CHANGES TO THE TABLE OF CONTENTS,  
THE RIDER MATRIX, EXISTING RIDERS AND THE APPENDIX AND ADDS A RIDER**

**See Page Two**

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**LIST OF MODIFICATIONS MADE BY THIS TARIFF****CHANGES****Table of Contents****Xxxxxx Revised Page No. 3  
Cancelling Xxxxxxx revised Page No. 3**

List of Modifications – Xxxxxxxx Page No. 2X through Xxxxxxxx Page No. 2X have been added to Tariff No. 25 in order to accommodate the noted modifications and, therefore, the Table of Contents has been updated to reflect the additional pages.

**Table of Contents****Xxxxxxx Revised Page No. 3A  
Cancelling Xxxxx revised Page No. 3A**

Page No. 98B has been added to Tariff No. 25.

Page No. 99A has been added to Tariff No. 25.

Page No. 105A has been added to Tariff No. 25.

Page No. 105B has been added to Tariff No. 25 and, therefore, to the Table of Contents.

Page No. XXXX and Page No. XXXX have been added to Tariff No. 25 to accommodate the addition of Rider No. XX - Green Tariff Pilot Program and, therefore, to the Table of Contents.

Rider No. XX – Green Tariff Pilot Program has been added to Tariff No. 25 and, therefore, to the Table of Contents.

**Standard Contract Riders – Rider Matrix****Xxxxxx Revised Page No. 87A  
Cancelling Xxxxx Revised Page No. 87A**

Rider No. XX – Green Tariff Pilot Program has been added to Tariff No. 25 and, therefore, to the Rider Matrix Chart and Rider Matrix Titles sections.

**Rider No. 8 – Default Service Supply****Xxxxx Revised Page No. 98  
Cancelling Xxxxxx Revised Page No. 98**

Language has been modified to revise the name of the Company’s Electric Vehicle Time-of-Use Supply Rate Pilot (“EV-TOU Supply Rate Pilot”) program, make updates to the program language, and add the DSP X docket number.

Language has been modified to reflect that the EV-TOU Supply Rate Pilot will offer a WholeHome EV-TOU Supply Rate Pilot program which applies to all the electricity used at the premises and an EV Only TOU Supply Rate Pilot program which will apply to only the EV electricity usage.

The Default Service Supply Rate – Residential Chart that was previously found at the bottom of Eighth Revised Page No. 98, Cancelling Seventh Revised Page No. 98 has been moved to Xxxxx Revised Page No. 98A, Cancelling Xxxxx Revised Page No. 98A.

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**LIST OF MODIFICATIONS MADE BY THIS TARIFF****CHANGES****Rider No. 8 – Default Service Supply****Xxxxx Revised Page No. 98A  
Cancelling Xxxxx Revised Page No. 98A**

The Default Service Supply Rate – Residential Chart that was previously found at the bottom of Eighth Revised Page No. 98, Cancelling Seventh Revised Page No. 98 has been moved to Xxxxx Revised Page No. 98A, Cancelling Xxxxx Revised Page No. 98A.

The Default Service Supply Rate Chart has been updated with the DSP X Application Period dates and the Electric Vehicle Time-of-Use Supply Rate Pilot program name revision.

The language regarding the Electric Vehicle Time-of-Use Supply Rate Pilot program time periods for Peak, Super Off-Peak and Off-Peak has been revised and the applicable PJM holidays have been noted.

The Default Service Supply Rate – Small Commercial and Industrial Chart that was previously found on Fifth Revised Page No. 98A, Cancelling Fourth Revised Page No. 98A has been moved to Xxxxxxxx Page No. 98B.

**Rider No. 8 – Default Service Supply****Xxxxxxxx Page No. 98B**

The Default Service Supply Rate – Small Commercial and Industrial Chart that was previously found on Fifth Revised Page No. 98A, Cancelling Fourth Revised Page No. 98A has been moved to Xxxxxxxx Page No. 98B.

The Default Service Supply Rate Chart has been updated with the DSP X Application Period dates and the Electric Vehicle Time-of-Use Supply Rate Pilot program name revision.

The language regarding the Electric Vehicle Time-of-Use Supply Rate Pilot program time periods for Peak, Super Off-Peak and Off-Peak has been revised and the applicable PJM holidays have been noted.

**Rider No. 8 – Default Service Supply****Xxxxxxxx Revised Page No. 99  
Cancelling Xxxxxxxx Revised Page No. 99**

The Default Service Supply Rate Chart has been updated with the DSP X Application Period dates and the Electric Vehicle Time-of-Use Supply Rate Pilot program name revision.

The language regarding the Electric Vehicle Time-of-Use Supply Rate Pilot program time periods for Peak, Super Off-Peak and Off-Peak has been revised and the applicable PJM holidays have been noted.

The Default Service Supply Rate – Lighting Chart that was previously found at the bottom of Seventeenth Revised Page No. 99, Cancelling Sixteenth Revised Page No. 99 has been moved to Xxxxxxxx Page No. 99A.

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**LIST OF MODIFICATIONS MADE BY THIS TARIFF****CHANGES****Rider No. 8 – Default Service Supply****XXXXXXXXX Page No. 99A**

The Default Service Supply Rate – Lighting Chart that was previously found at the bottom of Seventeenth Revised Page No. 99, Cancelling Sixteenth Revised Page No. 99 has been moved to the top of XXXXXXXX Page No. 99A.

The Default Service Supply Rate Chart has been updated with the DSP X Application Period dates.

**Rider No. 8 – Default Service Supply****XXXXXX Revised Page No. 100  
Cancelling XXXXXXXX Revised Page No. 100****XXXXXX Revised Page No. 101  
Cancelling XXXXXXXX Revised Page No. 101**

The Default Service Supply Rate Charts have been updated with the DSP X Application Period dates.

**Rider No. 8 – Default Service Supply****XXXXX Revised Page No. 102  
Cancelling XXXXXXXX Revised Page No. 102**

Language has been modified to reflect current business practice.

**Rider No. 8 – Default Service Supply****XXXXX Revised Page No. 103  
Cancelling XXXXXXXX Revised Page No. 103**

Language has been modified to reflect current business practice.

The formula has been modified to reflect the addition of the Green Tariff Pilot Program administration costs and to reflect current business practice.

**Rider No. 8 – Default Service Supply****XXXXX Revised Page No. 104  
Cancelling XXXXXXXX Revised Page No. 104**

The formula definitions have been modified to include the Green Tariff Pilot Program administration costs and to reflect current business practice.

The Rate Factor Chart has been updated with the DSP X Application Period dates.

Language previously located at the bottom of Third Revised Page No. 104, Cancelling Second Revised Page No. 104 has been moved to XXXXX Revised Page No. 104A, Cancelling XXXXXXXX Revised Page No. 104A.

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**LIST OF MODIFICATIONS MADE BY THIS TARIFF****CHANGES****Rider No. 8 – Default Service Supply****Xxxxx Revised Page No. 104A  
Cancelling Xxxxxx Revised Page No. 104A**

Language has been modified to revise the name of the Company’s Electric Vehicle Time-of-Use Supply Rate Pilot (“EV-TOU Supply Rate Pilot”) program.

Language regarding the Electric Vehicle Time-of-Use Supply Rate Pilot program time periods for Peak, Super Off-Peak and Off-Peak has been revised.

Language has been modified to reflect that the EV-TOU Supply Rate Pilot will offer a WholeHome EV-TOU Supply Rate Pilot program which applies to all the electricity used at the premises and an EV Only TOU Supply Rate Pilot program which will apply to only the EV electricity usage.

The formula has been modified to reflect the addition of the Green Tariff Pilot Program administration costs and to reflect current business practice.

A formula definition and the EV-TOU Supply Rate Factors Chart that was previously located at the bottom of Second Revised Page No. 104A, Cancelling First Revised Page No. 104A has been moved to the top of Xxxxxx Revised Page No. 105, Cancelling Xxxxx Revised Page No. 105.

**Rider No. 8 – Default Service Supply****Xxxxxx Revised Page No. 105  
Cancelling Xxxxx Revised Page No. 105**

A formula definition and the EV-TOU Supply Rate Factors Chart that was previously located at the bottom of Second Revised Page No. 104A, Cancelling First Revised Page No. 104A has been moved to the top of Xxxxxx Revised Page No. 105, Cancelling Xxxxx Revised Page No. 105.

The docket number is being revised to reflect the DSP X filing.

The EV-TOU Supply Rate Factors Chart has been updated with the DSP X Application Period dates and the Electric Vehicle Time-of-Use Supply Rate Pilot Rate Factors revision.

Language has been modified to reflect the revision to the program name.

Special Terms and Conditions have been added related to the EV-Only Electric Vehicle Time-of-Use Supply Rate Pilot (“EV-Only TOU Pilot”).

Language that was previously located at the bottom of First Revised Page No. 105, Cancelling Original Page No. 105 has been moved to Xxxxxxxx Page No. 105B.

**Rider No. 8 – Default Service Supply****Xxxxxxxx Revised Page No. 105A**

Special Terms and Conditions have been added related to the EV-Only Electric Vehicle Time-of-Use Supply Rate Pilot (“EV-Only TOU Pilot”).

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**LIST OF MODIFICATIONS MADE BY THIS TARIFF**
**CHANGES****Rider No. 8 – Default Service Supply****Xxxxxxxx Revised Page No. 105B**

Language that was previously located at the bottom of First Revised Page No. 105, Cancelling Original Page No. 105 has been moved to Xxxxxxxx Page No. 105B.

**Rider No. 9 – Day-Ahead Hourly Price Service****Xxxxxxxx Revised Page No. 108  
Cancelling Xxxxx Revised Page No. 108**

The Fixed Retail Administrative Charge (“FRA”) Chart has been updated with the DSP X Application Period dates.

**Rider No. 9 – Day-Ahead Hourly Price Service****Xxxxx Revised Page No. 111  
Cancelling Xxxxxxxx Page No. 111**

Language has been modified to reflect current business practice.

**Rider No. 21 – Net Metering Service****Xxxxxx Revised Page No. 135  
Cancelling Xxxxx Revised Page No. 135****Xxxxxx Revised Page No. 136  
Cancelling Xxxxx Revised Page No. 136**

Language has been modified to revise the name of the Company’s Electric Vehicle Time-of-Use Supply Rate Pilot (“EV-TOU Supply Rate Pilot”) program.

**Rider No. XX – Green Tariff Pilot Program****Xxxxxxxx Page No. XXX****Xxxxxxxx Page No. XXX**

Rider No. XX – Green Tariff Pilot Program has been added to Tariff No. 25 to offer up to 5,000 eligible customers with an opportunity to procure an additional quantity of zero-carbon energy Attribute Certificates (“EACs”) above the amount they already receive through participation in default service supply (“DSS”).

**Appendix A – Transmission Service Charges****Xxxxx Revised Page No. 145  
Cancelling Xxxxxxxx Page No. 145**

Language has been modified to reflect current business practice.

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**STANDARD CONTRACT RIDERS – (Continued)**

**RIDER MATRIX – (Continued)**

	RS	RH	RA	GS/GM	GMH	GL	GLH	L	HVPS	AL	SE	SM	SH	UMS	PAL
Rider No. 20	X	X	X	X	X	X	X	X	X	X					
Rider No. 21	X	X	X	X	X	X									
Rider No. 22	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Rider No. XX	X	X	X												
Appendix A	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

(C)

Rider Titles:

- Rider No. 20 — Smart Meter Charge
- Rider No. 21 — Net Metering Service
- Rider No. 22 — Distribution System Improvement Charge (“DSIC”)
- Rider No. XX — Green Tariff Pilot Program
- Appendix A — Transmission Service Charges

(C)

STANDARD CONTRACT RIDERS - (Continued)

RIDER NO. 8 – DEFAULT SERVICE SUPPLY

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

Default Service Supply (“DSS”) provides residential, commercial, industrial and lighting customers on the applicable rate schedules with a default service supply rate that is determined based on competitive auctions to acquire the energy to serve the load of customers taking service under the provisions of this Rider. Small and medium commercial and industrial customers are defined in Rate Schedules GS/GM and GMH. For purposes of this rider, medium customers are those customers with a monthly metered demand that is at least 25 kW and less than 200 kW, on average, in a twelve (12) month period. For purposes of assigning customers not being served by an Electric Generation Supplier (“EGS”) to the applicable supply rate, Duquesne Light shall evaluate the customer’s twelve (12) most recent months of monthly billing demand for that customer available in October of the preceding year. If the customer’s average monthly billing demand is less than 25 kW in the twelve (12) months, then that customer shall be assigned to the supply rate for small commercial and industrial customers effective with their January billing. If the customer’s average monthly demand is greater than or equal to 25 kW but less than 200 kW in the twelve (12) month period, then that customer shall be assigned to the supply rate for medium commercial and industrial customers effective with their January billing.

Eligible customers may elect to enroll in the Company’s Electric Vehicle Time-of-Use Supply Rate Pilot (“EV TOU Supply Rate”). The EV TOU Supply Rate Pilot is available to customers that (i) are served under Rate Schedules RS, RH, RA, GS/GM, or GMH and have an account in good standing, signifying that the account is active, does not have a past due balance or an outstanding payment arrangement at the time of enrollment, and has demonstrated a timely payment history; (ii) own or lease a highway-capable plug-in battery electric vehicle or plug-in hybrid electric vehicle registered to the service address, or operate electric vehicle charging facilities at the service location; (iii) are not enrolled in the Company’s Customer Assistance Program, budget billing, virtual meter aggregation, Rider No. 7 – Residential Managed Charging Pilot, or Rider No. 23 – Behavioral Load Management Pilot; (iv) have not de-enrolled from the EV TOU Supply Rate Pilot for any reason, within the last twelve (12) months; and (v) comply with any other applicable EV TOU Supply Rate Pilot rules established at Docket No. P-2020-3019522, Docket No. P-2024-XXXXXXX, or subsequent proceeding. Customers enrolled in the EV TOU Supply Rate Pilot will be moved to the applicable EV TOU supply rate. (C)

Eligible residential customers will have the choice to enroll in either the WholeHome Electric Vehicle Time-of-Use Supply Rate (“WholeHome EV TOU Supply Rate”) or the EV-Only Time-of-Use Supply Rate (“EV-Only TOU Supply Rate”). The WholeHome EV TOU Supply Rate will apply to all the electricity used at the premises. The EV-Only TOU Pilot Supply Rate, will require the customer to have a Company-qualified EV or charging station which allows the Company to track usage as the rate will only apply to the customer’s EV usage, while the rest of the premises remains on the standard default service rate. (C)

(C)

STANDARD CONTRACT RIDERS - (Continued)

**RIDER NO. 8 – DEFAULT SERVICE SUPPLY**

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

**DEFAULT SERVICE SUPPLY RATE**

(C)

**Residential**

(Rate Schedules RS, RH and RA)

<u>Application Period</u>	<u>Supply Charge - ¢/kWh</u>	<u>Electric Vehicle Time-of Use<sup>(1)</sup> Supply Rate Pilot</u>		
		<u>Supply Charge - ¢/kWh</u>		
		<b>Peak</b>	<b>Off-Peak</b>	<b>Super Off-Peak</b>
June 1, 2025, through November 30, 2025	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2025, through May 31, 2026	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2026, through November 30, 2026	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2026, through May 31, 2027	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2027, through November 30, 2027	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2027, through May 31, 2028	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2028, through November 30, 2028	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2028, through May 31, 2029	X.XXXX	X.XXXX	X.XXXX	X.XXXX

(C)

<sup>(1)</sup> Peak Hours are 3:00 PM to 9:00 PM, Monday through Friday, excluding noted PJM holidays.

Super Off-Peak Hours are 11:00 PM to 6:00 AM daily, including noted PJM holidays.

All other hours are considered Off-Peak.

PJM Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

(C)  
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**STANDARD CONTRACT RIDERS - (Continued)**

(C)

**RIDER NO. 8 – DEFAULT SERVICE SUPPLY - (Continued)**

(C)

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

**DEFAULT SERVICE SUPPLY RATE - (Continued)**

Small Commercial and Industrial customers with monthly metered demand less than 25 kW.

(Rate Schedules GS/GM and GMH and Rate Schedule UMS<sup>(1)</sup>)

Application Period	Supply Charge - ¢/kWh	Rate Schedules GS/GM and GMH Electric Vehicle Time-of Use <sup>(2)</sup> Supply Rate Pilot		
		Supply Charge - ¢/kWh		
		Peak	Off-Peak	Super Off-Peak
June 1, 2025, through November 30, 2025	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2025, through May 31, 2026	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2026, through November 30, 2026	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2026, through May 31, 2027	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2027, through November 30, 2027	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2027, through May 31, 2028	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2028, through November 30, 2028	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2028, through May 31, 2029	X.XXXX	X.XXXX	X.XXXX	X.XXXX

(C)

<sup>(1)</sup> Rate Schedule UMS is not eligible for the Electric Vehicle Time-of-Use Pilot Program.

<sup>(2)</sup> Peak Hours are 3:00 PM to 9:00 PM, Monday through Friday, excluding noted PJM holidays.

Super Off-Peak Hours are 11:00 PM to 6:00 AM daily, including noted PJM holidays.

All other hours are considered Off-Peak.

PJM Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

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STANDARD CONTRACT RIDERS - (Continued)

RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

DEFAULT SERVICE SUPPLY RATE – (Continued)

Medium Commercial and Industrial customers with monthly metered demand equal to or greater than 25 kW and less than 200 kW.

(Rate Schedules GS/GM and GMH)

<u>Application Period</u>	<u>Supply Charge - ¢/kWh</u>	<u>Electric Vehicle Time-of Use Supply Rate Pilot <sup>(1)</sup></u>		
		<u>Supply Charge - ¢/kWh</u>		
		<u>Peak</u>	<u>Off-Peak</u>	<u>Super Off-Peak</u>
June 1, 2025, through August 31, 2025	X.XXXX	X.XXXX	X.XXXX	X.XXXX
September 1, 2025, through November 30, 2025	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2025, through February 28, 2026	X.XXXX	X.XXXX	X.XXXX	X.XXXX
March 1, 2026, through May 31, 2026	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2026, through August 31, 2026	X.XXXX	X.XXXX	X.XXXX	X.XXXX
September 1, 2026, through November 30, 2026	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2026, through February 28, 2027	X.XXXX	X.XXXX	X.XXXX	X.XXXX
March 1, 2027, through May 31, 2027	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2027, through August 31, 2027	X.XXXX	X.XXXX	X.XXXX	X.XXXX
September 1, 2027, through November 30, 2027	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2027, through February 29, 2028	X.XXXX	X.XXXX	X.XXXX	X.XXXX
March 1, 2028, through May 31, 2028	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2028, through August 31, 2028	X.XXXX	X.XXXX	X.XXXX	X.XXXX
September 1, 2028, through November 30, 2028	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2028, through February 28, 2029	X.XXXX	X.XXXX	X.XXXX	X.XXXX
March 1, 2029, through May 31, 2029	X.XXXX	X.XXXX	X.XXXX	X.XXXX

<sup>(1)</sup> Peak Hours are 3:00 PM to 9:00 PM, Monday through Friday, excluding noted PJM holidays.  
 Super Off-Peak Hours are 11:00 PM to 6:00 AM daily, including noted PJM holidays.  
 All other hours are considered Off-Peak.  
 PJM Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

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(C) – Indicates Change

**STANDARD CONTRACT RIDERS - (Continued)**

(C)

**RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)**

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

**DEFAULT SERVICE SUPPLY RATE – (Continued)**

**Lighting**

(Rate Schedules AL and SE)

<b><u>Application Period</u></b>	<b><u>Supply Charge - ¢/kWh</u></b>
June 1, 2025, through November 30, 2025	X.XXXX
December 1, 2025, through May 31, 2026	X.XXXX
June 1, 2026, through November 30, 2026	X.XXXX
December 1, 2026, through May 31, 2027	X.XXXX
June 1, 2027, through November 30, 2027	X.XXXX
December 1, 2027, through May 31, 2028	X.XXXX
June 1, 2028, through November 30, 2028	X.XXXX
December 1, 2028, through May 31, 2029	X.XXXX

(C)

**STANDARD CONTRACT RIDERS - (Continued)**

**RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)**

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

**DEFAULT SERVICE SUPPLY RATE – (Continued)**

**Lighting**

(Rate Schedules SM, SH and PAL)

Lamp wattage as available on applicable rate schedule.

Wattage	Nominal kWh Energy Usage per Unit per Month	Application Period			
		06/01/2025 through 11/30/2025	12/01/2025 through 05/31/2026	06/01/2026 through 11/30/2026	12/01/2026 through 05/31/2027
<b>Supply Charge ¢ per kWh</b>		X.XXXX	X.XXXX	X.XXXX	X.XXXX
<b>Fixture Charge — \$ per Month</b>					
<b>Mercury Vapor</b>					
100	44	X.XXXX	X.XXXX	X.XXXX	X.XXXX
175	74	X.XXXX	X.XXXX	X.XXXX	X.XXXX
250	102	X.XXXX	X.XXXX	X.XXXX	X.XXXX
400	161	X.XXXX	X.XXXX	X.XXXX	X.XXXX
1000	386	X.XXXX	X.XXXX	X.XXXX	X.XXXX
<b>High Pressure Sodium</b>					
70	29	X.XXXX	X.XXXX	X.XXXX	X.XXXX
100	50	X.XXXX	X.XXXX	X.XXXX	X.XXXX
150	71	X.XXXX	X.XXXX	X.XXXX	X.XXXX
200	95	X.XXXX	X.XXXX	X.XXXX	X.XXXX
250	110	X.XXXX	X.XXXX	X.XXXX	X.XXXX
400	170	X.XXXX	X.XXXX	X.XXXX	X.XXXX
1000	387	X.XXXX	X.XXXX	X.XXXX	X.XXXX
<b>Flood Lighting - Unmetered</b>					
70	29	X.XXXX	X.XXXX	X.XXXX	X.XXXX
100	46	X.XXXX	X.XXXX	X.XXXX	X.XXXX
150	67	X.XXXX	X.XXXX	X.XXXX	X.XXXX
250	100	X.XXXX	X.XXXX	X.XXXX	X.XXXX
400	155	X.XXXX	X.XXXX	X.XXXX	X.XXXX
<b>Light-Emitting Diode (LED) – Cobra Head</b>					
30	11	X.XXXX	X.XXXX	X.XXXX	X.XXXX
45	16	X.XXXX	X.XXXX	X.XXXX	X.XXXX
60	21	X.XXXX	X.XXXX	X.XXXX	X.XXXX
95	34	X.XXXX	X.XXXX	X.XXXX	X.XXXX
139	49	X.XXXX	X.XXXX	X.XXXX	X.XXXX
219	77	X.XXXX	X.XXXX	X.XXXX	X.XXXX
		X.XXXX	X.XXXX	X.XXXX	X.XXXX
<b>Light-Emitting Diode (LED) – Colonial</b>					
20	7	X.XXXX	X.XXXX	X.XXXX	X.XXXX
45	16	X.XXXX	X.XXXX	X.XXXX	X.XXXX
<b>Light-Emitting Diode (LED) – Contemporary</b>					
40	14	X.XXXX	X.XXXX	X.XXXX	X.XXXX
55	20	X.XXXX	X.XXXX	X.XXXX	X.XXXX

(C)

(C) – Indicates Change

ISSUED: XXXXX X, XXXX

EFFECTIVE: XXXX X, XXXX

STANDARD CONTRACT RIDERS - (Continued)

RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

DEFAULT SERVICE SUPPLY RATE – (Continued)

Lighting — (Continued)

(Rate Schedules SM, SH and PAL)

Lamp wattage as available on applicable rate schedule.

(C)

Wattage	Nominal kWh Energy Usage per Unit per Month	Application Period			
		06/01/2027 through 11/30/2027	12/01/2027 through 05/31/2028	06/01/2028 through 11/30/2028	12/01/2028 through 05/31/2029
<b>Supply Charge ¢ per kWh</b>		X.XXXX	X.XXXX	X.XXXX	X.XXXX
<b>Fixture Charge — \$ per Month</b>					
<b>Mercury Vapor</b>					
100	44	X.XX	X.XX	X.XX	X.XX
175	74	X.XX	X.XX	X.XX	X.XX
250	102	X.XX	X.XX	X.XX	X.XX
400	161	X.XX	X.XX	X.XX	X.XX
1000	386	X.XX	X.XX	X.XX	X.XX
<b>High Pressure Sodium</b>					
70	29	X.XX	X.XX	X.XX	X.XX
100	50	X.XX	X.XX	X.XX	X.XX
150	71	X.XX	X.XX	X.XX	X.XX
200	95	X.XX	X.XX	X.XX	X.XX
250	110	X.XX	X.XX	X.XX	X.XX
400	170	X.XX	X.XX	X.XX	X.XX
1000	387	X.XX	X.XX	X.XX	X.XX
<b>Flood Lighting - Unmetered</b>					
70	29	X.XX	X.XX	X.XX	X.XX
100	46	X.XX	X.XX	X.XX	X.XX
150	67	X.XX	X.XX	X.XX	X.XX
250	100	X.XX	X.XX	X.XX	X.XX
400	155	X.XX	X.XX	X.XX	X.XX
<b>Light-Emitting Diode (LED) – Cobra Head</b>					
30	11	X.XX	X.XX	X.XX	X.XX
45	16	X.XX	X.XX	X.XX	X.XX
60	21	X.XX	X.XX	X.XX	X.XX
95	34	X.XX	X.XX	X.XX	X.XX
139	49	X.XX	X.XX	X.XX	X.XX
219	77	X.XX	X.XX	X.XX	X.XX
<b>Light-Emitting Diode (LED) – Colonial</b>					
20	7	X.XX	X.XX	X.XX	X.XX
45	16	X.XX	X.XX	X.XX	X.XX
<b>Light-Emitting Diode (LED) – Contemporary</b>					
40	14	X.XX	X.XX	X.XX	X.XX
55	20	X.XX	X.XX	X.XX	X.XX

(C) – Indicates Change

ISSUED: XXXXX X, XXXX

EFFECTIVE: XXXX X, XXXX

**STANDARD CONTRACT RIDERS - (Continued)****RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)****(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)****DEFAULT SERVICE SUPPLY RATE – (Continued)**

The Company will provide default service supply under this Rider by obtaining the requirements from suppliers through competitive procurements using a competitive auction process. The charges for DSS calculated based on the results of the competitive auction process for service under this Rider will be effective as defined above.

DSS obtained through the competitive auction process includes energy, capacity, transmission and distribution line losses, congestion and congestion management costs, all or some of the Alternative Energy Credits (“AECs”), ancillary services, PJM grid management charges and other such services or products that are required to provide default service to the Company’s customers including Auction Revenue Rights and Financial Transmission Rights (“ARRs/FTRs”). The Company may purchase and provide for a portion of its AEC solar requirements associated with the default service load. The AECs provided by the Company for the applicable procurement group(s) will reduce the obligation of the suppliers in the competitive auction. DSS shall not include transmission service within Duquesne’s zone. Duquesne will be responsible for and continue to provide network integration transmission service. The applicable charges for transmission service are defined in Appendix A of this Tariff.

Service under this Rider No. 8 – Default Service Supply shall commence in accordance with the switching protocols in Rule No. 45.1.

**PROCUREMENT PROCESS**

The Company will conduct separate competitive auction solicitations for DSS for each customer procurement group under this Rider. The customer procurement groups for the competitive auction solicitations are defined as residential and lighting, small commercial and industrial and medium commercial and industrial. The small commercial and industrial group includes those customers with monthly metered demand less than 25 kW. The medium commercial and industrial group includes those customers with monthly metered demand equal to or greater than 25 kW and less than 200 kW. The competitive auction process will be bid separately to ensure that there is no cross subsidization.

The Company will update the rates for the DSS according to the schedule in the above tables. The Company will issue competitive auctions prior to the beginning of each Application Period to update the default service supply rates. The updated rates will be based on the new price(s) available from the winning suppliers through the competitive auction process and the cost for Company solar contracts, if any, for the applicable procurement group(s). The rates will include a reconciliation adjustment as described in the “Calculation of Rate” section of this Rider. The Company will file new DSS rates with the Pennsylvania Public Utility Commission (“Commission”) no less than sixty (60) days prior to the start of the next Application Period, and, upon Commission approval, these rates shall become effective. (C)  
(C)  
(C)

The load of the customer procurement group for the competitive auction will be divided into Tranches. Winning suppliers will provide DSS for the percentage of DSS load corresponding to the number of Tranches won in the competitive auction. Duquesne seeks to procure all Tranches in the competitive auction process pursuant to the competitive auction schedule approved by the Commission.

The selection of bids will be submitted to the Commission for its approval or rejection within one business day after submittal. If the bids are not acted on by the Commission within one business day, the Company may proceed on the basis that they are approved and award the bids pursuant to 52 Pa. Code § 54.188(d).

**(C) – Indicates Change****ISSUED: XXXXX X, XXXX****EFFECTIVE: XXXX X, XXXX**

**STANDARD CONTRACT RIDERS - (Continued)**

**RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)**

**(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)**

**CONTINGENCY PLAN**

In the event Duquesne receives bids for less than all Tranches or the Commission does not approve all or some of the submitted bids or in the event of supplier default, the Company will execute its Contingency Plan as approved in the Supply Master Agreement (“SMA”) at Docket No. P-2024-XXXXXXX. Duquesne will submit its Contingency Plan to the Commission within fifteen (15) days after execution of the Plan. All costs associated with implementing the Contingency Plan will be included as part of the DSS described in the section below, “Calculation of Rate.”

(C)  
(C)  
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(C)

**CALCULATION OF RATE**

DSS rates shall be determined based on the formula described in this section. The DSS shall be filed with the Commission no less than sixty (60) days prior to the start of the next Application Period as defined under the Default Service Supply Rate section of this Rider. Rates are reconciled on a semi-annual basis in accordance with the Default Service Supply Rate section of this Rider. The rates shall include an adjustment to reconcile revenue and expense for each Application Period. The DSS shall be determined to the nearest one-thousandth of one (1) mill per kilowatt-hour in accordance with the formula set forth below and shall be applied to all kilowatt-hours billed for default service provided during the billing month:

$$DSS = [(CA + (SLR + GRN + DSS_a + E)/S_a) * F + DSS_b / S_b] * [1/(1 - T)]$$

(C)

**Where:**

- DSS** = Default Service Supply rate, converted to cents per kilowatt-hour, to be applied to each kilowatt-hour supplied to customers taking default service from the Company under this Rider.
- CA** = The weighted average of the winning bids received in a competitive auction for each customer class identified above and described in the “Default Service Supply Rate” section and adjusted for customer class transmission and distribution line losses. The competitive auction shall be conducted as described in “Procurement Process.”
- DSS<sub>a</sub>** = The total estimated direct and indirect costs incurred by the Company to acquire DSS from any source on behalf of customers described above in the “Procurement Process.” The Application Period shall be for each period over which the DSS, as computed, will apply. Projections of the Company’s costs to acquire default supply for the Application Period shall include all direct and indirect costs of generation supply to be acquired by the Company from any source plus any associated default service supply-related procurement and administration costs. Default service supply-related costs shall include the cost of preparing the company’s default service plan filing and working capital costs associated with default service supply. The Company will recover these costs over the default service plan period as defined in the Commission’s order at Docket No. R-2021-3024750.

**STANDARD CONTRACT RIDERS - (Continued)**

**RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)**

**(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)**

**CALCULATION OF RATE – (Continued)**

- DSS<sub>b</sub>** = Company costs may also include the expenses to support time-of-use (“TOU”) programs offered by the Company. Time-of-use expenses will be assigned to the applicable customer class for recovery through this Rider.
  
- SLR** = The costs associated with any Commission-approved solar contracts and its administration will be recovered from the customers in the applicable procurement group(s) that have received an allocation of the AECs associated with the solar contracts. The proceeds of any solar energy, capacity, ancillary services and solar AECs that are acquired and in excess of those allocated to default service suppliers, and sold into the market, will be netted against solar contract costs.
  
- GRN** = The costs associated with any Commission-approved Green Tariff administration will be recovered from the customers in the applicable procurement group that has received an allocation of the Energy Attribute Certificates (“EAC’s”) associated with the Green Tariff. This would include contingency costs if the winning supplier were to default, and the Company would have to provide the balance of the EACs through spot market purchases until such time that a new supplier was selected. **(C)**
  
- E** = Experienced net over or under collection for each customer procurement group based on the revenue and expense for the six (6) month period ending one-hundred twenty (120) days prior to the end of Application Period. The DSS rate effective June 1 shall include reconciliation of revenue and expense for the six (6) month period August through January and the DSS rate effective December 1 shall include reconciliation of revenue and expense for the six (6) month period February through July. The Company recovers the net-metered excess generation cost as an expense in the respective default service class over/under collection within the Company’s 1307(e) reconciliation. Interest shall be computed monthly at the rate provided for in 52 Pa. Code §54.190, from the month the over collection or under collection occurs to the effective month that the over collection is refunded or the under collection is recouped. **(C)**  
**(C)**  
**(C)**
  
- S<sub>a</sub>** = The Company’s default service retail kWh sales to customers in the applicable Customer Class, projected for the Application Period. **(C)**
  
- S<sub>b</sub>** = The Company’s default service retail kWh sales to customers in the applicable EV TOU Customer Class, projected for the Application Period. **(C)**
  
- F** = Rate Factor only for the residential and lighting customer groups, updated annually when DSS rates are updated, to become effective June 1st of each year. The Rate Factor shall be 1.0 for all other customer groups. DSS for residential and lighting customer groups will be obtained in the same competitive auction. The Rate Factor adjustment reflects the load shape of the residential and lighting classes. The Rate Factor will be as follows for each Application Period.

Application Period	Residential	Lighting
June 1, 2025, through May 31, 2026	X.XXXX	X.XXXX
June 1, 2026, through May 31, 2027	X.XXXX	X.XXXX
June 1, 2027, through May 31, 2028	X.XXXX	X.XXXX
June 1, 2028, through May 31, 2029	X.XXXX	X.XXXX

**(C)**

**(C)**

**(C) – Indicates Change**

**STANDARD CONTRACT RIDERS - (Continued)**

**RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)**

**(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)**

**CALCULATION OF RATE – (Continued)**

(C)

**T** = The Pennsylvania gross receipts tax rate in effect during the billing month, expressed in decimal form.

The rate shall become effective for default supply service rendered on and after the beginning of the Application Period unless otherwise ordered by the Commission and shall remain in effect for the effective periods defined above, unless revised on an interim basis subject to the approval of the Commission. Pursuant to 52 Pa. Code §69.1809(c), upon determination that the DSS, if left unchanged, would result in a material over or undercollection of supply-related costs incurred or expected to be incurred during the effective period, the Company may file with the Commission for an interim revision of the DSS to become effective thirty (30) days from the date of filing, unless otherwise ordered by the Commission.

**CALCULATION OF RATE**

(C)

**ELECTRIC VEHICLE TIME-OF-USE SUPPLY RATE PILOT (“EV TOU SUPPLY RATE PILOT”)**

(C)

The Electric Vehicle Time-of-Use Supply Rate Pilot (“EV TOU Supply”) rates shall be supplied via the same fixed price, full requirements (“FPFR”) products that provide default service supply for the applicable customer class. The EV TOU Supply rates will be distinguished by three time periods throughout the year. The Super Off-Peak Period will consist of all hours every day from 11:00 PM through 6:00 AM, including weekends and noted PJM holidays. The Peak Period will consist of all hours from 3:00 PM through 9:00 PM, Monday through Friday, excluding noted PJM holidays. All other hours will be included in the Off-Peak Period. The same Peak, Off-Peak, and Super Off-Peak Periods will be applicable to all eligible EV TOU supply customers.

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The EV TOU rates shall be filed with the Commission no less than sixty (60) days prior to the start of the next Application Period as defined under the Default Service Supply Rate section of this Rider. Rates are reconciled on a semi-annual basis in accordance with the Default Service Supply Rate section of this Rider. The rates shall include an adjustment to reconcile revenue and expense for each Application Period. The EV TOU Supply Rate rates shall be determined to the nearest one-thousandth of one (1) mill per kilowatt-hour and shall be applied to all kilowatt-hours billed for EV TOU Supply Rate rates provided during the billing month.

(C)  
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(C)

During the pilot, the EV TOU Supply Rate rates will apply to all load associated with the applicable meter for customers who elect the WholeHome option.

(C)  
(C)

During the pilot, the EV TOU Supply Rate rates will apply to all load associated with the customer’s EV usage for customers who elect the EV-Only option.

(C)

$$DSS = [(CA + (SLR + GRN + DSS_a + E)/S_a) * F * TOUF + DSS_b/S_b] * [1/(1 - T)]$$

(C)

**Where:**

**DSS** = Default Service Supply rate as defined above, with the addition of the EV-TOU Rate Factors.

(C)

**(C) – Indicates Change**

STANDARD CONTRACT RIDERS - (Continued)

**RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)**

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

**CALCULATION OF RATE**

(C)

**ELECTRIC VEHICLE TIME-OF-USE SUPPLY RATE PILOT (“EV TOU SUPPLY RATE PILOT”) – (Continued)**

(C)

(C)

**TOUF** = EV TOU Rate Factors (as defined below), updated annually when DSS rates are updated, to become effective June 1st of each year, will be utilized to derive the Peak, Off-Peak, and Super Off-Peak rates for the customer class based on its respective energy consumption patterns and capacity requirements, as approved in the Company’s most recent DSP proceeding at Docket No. P-2024-XXXXXXX.

(C)

Electric Vehicle Time-of-Use Supply Rate Factors									
Application Period	Residential RS, RH, RA			Small C&I <sup>(1)</sup> GS, GM<25, GMH<25			Medium C&I GM & GMH ≥ 25kW < 200 kW		
	PK <sup>(2)</sup>	OFF <sup>(3)</sup>	SUP <sup>(4)</sup>	PK <sup>(2)</sup>	OFF <sup>(3)</sup>	SUP <sup>(4)</sup>	PK <sup>(2)</sup>	OFF <sup>(3)</sup>	SUP <sup>(4)</sup>
June 1, 2025, through May 31, 2026	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX
June 1, 2026, through May 31, 2027	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX
June 1, 2027, through May 31, 2028	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX
June 1, 2028, through May 31, 2029	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX

(C)

<sup>(1)</sup>Rate Schedule UMS is not eligible for the Electric Vehicle Time-of-Use Supply Rate.

<sup>(2)</sup>Denotes Peak

<sup>(3)</sup>Denotes Off-Peak

<sup>(4)</sup>Denotes Super Off-Peak

**ANNUAL RECONCILIATION**

The Company will file with the Commission an annual reconciliation statement of the revenues, expenses and resulting over and under recovery for the twelve (12) months beginning February 1 and ending January 31 of the following year, in accordance with 66 Pa. C.S. § 1307(e), by March 1 for each service class. An annual reconciliation statement shall be prepared separately for the Residential, Small Commercial & Industrial and Medium Commercial & Industrial customer classes.

The standard DSS rate and EV TOU Supply rate over/under collections will be calculated in total for each procurement class.

(C)

**EV-ONLY ELECTRIC VEHICLE TIME-OF-USE SUPPLY RATE PILOT (“EV-ONLY TOU Pilot”)**

(C)

**SPECIAL TERMS AND CONDITIONS**

(C)

1. Available for up to 1,500 eligible residential customers on a first come, first served basis.

**(C) – Indicates Change**

ISSUED: XXXXX X, XXXX

EFFECTIVE: XXXX X, XXXX

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STANDARD CONTRACT RIDERS - (Continued)

(C)

**RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)**

**(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)**

**EV-ONLY ELECTRIC VEHICLE TIME-OF-USE SUPPLY RATE PILOT (“EV-ONLY –TOU PILOT”)**

**SPECIAL TERMS AND CONDITIONS – (Continued)**

2. The customer must have a Company-qualified Level 2 charging station or electric vehicle to enroll in the EV-Only TOU Pilot. A list of Company-qualified charging stations and electric vehicles will be published on the Company’s electric vehicle section of its website at duquesnelight.com.
3. The Company will select a managed charging vendor that can manage Company-qualified charging stations and electric vehicles for the EV-Only TOU Pilot.
4. The Company is granted permission to utilize a third-party vendor to access electric vehicle telematics or charging station data or similar data for enrolled customers as part of the EV-Only TOU Pilot. This information will be provided to the Company by the third-party vendor and will be utilized to bill the EV-Only TOU customer. Eligible residential customers enrolling in the EV-Only TOU Pilot consent to the Company using their charging station or electric vehicle telematics or similar data for billing purposes with written authorization, as applicable.
5. The customer will be responsible for the accuracy, network connectivity, and overall maintenance of their charging station or electric vehicle telematics to ensure the transmission of their EV data.
6. The customer retains their right to file a billing complaint at the PUC.
7. Customers enrolled in the EV-Only option under the EV TOU Supply Rate Pilot must also enroll in the EV-Only option under Rider No. 4 – EV TOU Distribution Rate Pilot. Customers selecting the WholeHome option under the EV TOU Supply Rate Pilot are not permitted to enroll in the EV-Only option under Rider No. 4 – EV TOU Distribution Rate Pilot.
8. The Company may unenroll customers from the Pilot if they do not remain in good standing, signifying that the customer account is active, does not have a past due balance or an outstanding payment arrangement at the time of enrollment, and has demonstrated a timely payment history.
9. The Company reserves the right to inspect, at all reasonable times, the customer's circuitry to determine that the load served under the terms of this Rider is as defined herein.
10. If the Company finds, in its sole judgment, that the conditions of this EV-Only TOU Pilot are being violated, it may discontinue application of the EV-Only TOU Pilot and bill all usage pursuant to the applicable Rate Schedule.
11. Customer enrollment is dependent on continuously meeting the Applicability provisions and Special Terms and Conditions of this Rider. If the Company finds, in its sole judgment, that the conditions of this Rider are being violated, it may terminate the customer from the Pilot with notice.

**(C) – Indicates Change**

**ISSUED: XXXXX X, XXXX**

**EFFECTIVE: XXXX X, XXXX**

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STANDARD CONTRACT RIDERS - (Continued)

(C)

RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

(C)

MISCELLANEOUS

Minimum bills shall not be reduced by reason of the DSS. DSS charges shall not be a part of the monthly rate schedule minimum nor be subject to any credits or discounts.

Application of the DSS shall be subject to continuous review and audit by the Commission at intervals it shall determine.

**STANDARD CONTRACT RIDERS - (Continued)**

**RIDER NO. 9 – DAY-AHEAD HOURLY PRICE SERVICE – (Continued)**

(Applicable to Rates GS/GM, GMH, GL, GLH, L and HVPS and Generating Station Service)

**MONTHLY CHARGES – (Continued)**

**PJM Ancillary Service Charges and Other PJM Charges – (Continued)**

**PJM<sub>S</sub>**= PJM Surcharge is a pass-through of the charges incurred by the Company for grid management and administrative costs associated with membership and operation in PJM. These are the charges incurred by the Company under PJM Schedules 9 and 10 to provide hourly price service.

**R<sub>D</sub>** = Reactive supply service charge in \$/MW-day to serve the customer’s load as calculated under the PJM Tariff Schedule 2.

**B<sub>D</sub>** = Black start service charge in \$/MW-day to serve the customer’s load as calculated under the PJM Tariff Schedule 6A.

**Fixed Retail Administrative Charge**

**FRA** = The Fixed Retail Administrative Charge in \$ per MWH. The Fixed Retail Administrative Charge consists of the sum of administrative charges for the suppliers providing hourly price service (as determined by a competitive solicitation process) and for the Company to obtain supply and administer this service. Default service supply-related costs shall include the cost of preparing the company’s default service plan filing and working capital costs associated with default service supply. The Company will recover these costs over the default service plan period as defined in the Commission’s order at Docket No. R-2021-3024750.

The supplier charges shall be based on the winning bids in the Company’s most recent solicitation for supply of hourly price default service.

The Company’s administrative charges shall be based on an amortization of the costs incurred by the Company to acquire generation supply from any source for the Medium (≥ 200 kW) Customer Class and Large C&I Customer Class during the most recent twelve-month (12-month) period ended May 31st (as determined by amortizing such costs over a 12-month period) plus the amortization of the cost of administering the hourly price service over the duration of the default service plan, including any unbundled costs of preparing the Company’s default service plan filing and working capital costs associated with default service supply.

This charge shall also include the Company’s costs associated with any Commission approved solar contracts and its administration, if applicable, in \$ per MWh. The proceeds of any solar energy, capacity, ancillary services and solar AECs that are acquired and in excess of those allocated to default service suppliers, and sold into the market, will be netted against solar contract costs.

Application Period	FRA \$/MWH
June 1, 2025, through May 31, 2026	\$X.XX
June 1, 2026, through May 31, 2027	\$X.XX
June 1, 2027, through May 31, 2028	\$X.XX
June 1, 2028, through May 31, 2029	\$X.XX

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(C) – Indicates Change

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**STANDARD CONTRACT RIDERS - (Continued)****RIDER NO. 9 – DAY-AHEAD HOURLY PRICE SERVICE – (Continued)****(Applicable to Rates GS/GM, GMH, GL, GLH, L and HVPS and Generating Station Service)****NOTIFICATION AND ELECTION OF SERVICE**

Customers may elect to purchase their supply requirements through this rider at any time according to the requirements of Rule No. 45. Customers that do not elect service with an EGS will default to hourly price service under this rider.

**ANNUAL RECONCILIATION**

The Company will file with the Commission a reconciliation statement of the revenues, expenses and resulting over and under recovery for the eight (8) months beginning June 1, 2017, and ending January 31, 2018, in accordance with 66 Pa. C.S. § 1307(e), by March 1, 2018. Thereafter, the Company will file with the Commission an annual reconciliation statement of the revenues, expenses and resulting over and under recovery for the twelve (12) months beginning February 1 and ending January 31 of the following year, in accordance with 66 Pa. C.S. § 1307(e), by March 1. The Company recovers the net-metered excess generation cost as an expense in the over/under collection within the Company's 1307(e) reconciliation. The reconciliation statement will reconcile actual revenue and actual expense associated with the Company's portion of the FRA.

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**GENERAL**

The Supply Charges are intended to recover the market costs of providing Default Service to customers in PJM as these costs may change or be redefined from time to time. The Supply Charges shall be calculated using the formula and prices referenced above, but may be revised from time to time, as necessary, to reflect changes in PJM rules and charges. The Company is required to include renewable energy sources as a component of providing POLR service. The Company will pass-through the charges required to comply with the Alternative Energy Portfolio Standards (AEPS) as those compliance requirements change. The formula is illustrative to reflect the charges in the PJM tariff and is subject to change at any time, as PJM rules, charges or market parameters change.

**STANDARD CONTRACT RIDERS - (Continued)**

**RIDER NO. 21 – NET METERING SERVICE – (Continued)**

**(Applicable to Rates RS, RH, RA, GS/GM, GMH, GL, GLH and L)**

**BILLING PROVISIONS - (Continued)**

1. If the Company supplies more kilowatt-hours of electricity than the customer-generator facility feeds back to the Company’s system during the billing period, all charges of the appropriate rate schedule shall be applied to the net kilowatt-hours of electricity that the Company supplied. The customer-generator is responsible for the customer charge, demand charge and other applicable charges under the applicable Rate Schedule.
  
2. For customer-generators involved in virtual meter aggregation programs, a credit shall be applied first to the meter through which the generating facility supplies electricity to the distribution system, then through the remaining meters for the customer-generator’s account equally at each meter’s designated rate. Virtual meter aggregation is the combination of readings and billing for all meters regardless of rate class on properties owned or leased and operated by a customer-generator by means of the Company’s billing process, rather than through physical rewiring of the customer-generator’s property for a physical, single point of contact. The customer-generators are responsible for the customer charge, demand charge and other applicable charges under the applicable Rate Schedule.

**BILLING PROVISIONS FOR  
ELECTRIC VEHICLE TIME-OF-USE SUPPLY RATE PILOT (“EV TOU SUPPLY RATE PILOT”)  
CUSTOMER GENERATORS**

(C)

**(Applicable to Rates RS, RH, RA, GS/GM and GMH)**

The following billing provisions apply to customer-generators that take service on Rider No 8 – Default Service Supply and are on EV TOU Supply rates.

(C)

1. The EV TOU Supply Rate customer-generator will receive a credit for each kilowatt-hour received by the Company up to the total amount of electricity delivered to the Customer during the billing period at the full retail rate consistent with Commission regulations. If an EV TOU Supply Rate customer-generator supplies more electricity to the Company than the Company delivers to the customer-generator in a given billing period, the Company will maintain an active record of the excess kilowatt hours produced at the customer-generators premise in a “bank”. If an EV TOU Supply Rate customer-generator supplies more electricity to the Company than the Company delivers to the customer-generator in a given billing period, the excess kilowatt hours shall be carried forward and credited against the EV TOU Supply Rate customer generator’s usage in a subsequent billing period at the full retail rate. If, in a subsequent billing period, a customer consumes more electricity than produced, kilowatt-hours will be pulled from the customer’s bank on a first in first out basis. Any excess kilowatt hours shall continue to accumulate and credit against usage for the 12 month period ending May 31<sup>st</sup>. On an annual basis, the Company will compensate the customer-generator for kilowatt-hours remaining in the bank on May 31<sup>st</sup>, at the applicable Price To Compare at the time the excess kilowatt-hours were banked. The customer-generator is responsible for the customer charge, demand charge and other applicable charges under the applicable Rate Schedule.

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**STANDARD CONTRACT RIDERS - (Continued)**

**RIDER NO. 21 – NET METERING SERVICE – (Continued)**

**(Applicable to Rates RS, RH, RA, GS/GM, GMH, GL, GLH and L)**

**BILLING PROVISIONS FOR  
ELECTRIC VEHICLE TIME-OF-USE SUPPLY RATE PILOT (“EV-TOU SUPPLY RATE PILOT”)  
CUSTOMER GENERATORS – (Continued)**

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(C)

**(Applicable to Rates RS, RH, RA, GS/GM and GMH)**

(C)

1. If the Company supplies more kilowatt-hours of electricity than the customer-generator supplies during the billing period, all charges of the appropriate rate schedule shall be applied to the net kilowatt-hours of electricity that the Company supplied. The customer-generator is responsible for the customer charge, demand charge and other applicable charges under the applicable Rate Schedule.
  
3. If an eligible customer-generator wishes to no longer be enrolled in the EV TOU Supply Rate Pilot and switches to the standard default service supply product, any excess kilowatt hours banked and remaining from the EV TOU Supply period will be used, as applicable, for the remaining portion of the 12 month period ending May 31 and the Company shall compensate for any excess kilowatt hours that are banked at the Price To Compare in effect at the time.

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**NET METERING PROVISIONS FOR SHOPPING CUSTOMERS**

1. Customer-generators may take net metering services from EGSs that offer such services.
  
2. If a net-metering customer takes service from an EGS, the Company will credit the customer for distribution charges for each kilowatt hour produced by the customer-generator, up to the total amount of kilowatt-hours delivered to the customer by the Company during the billing period. If a customer-generator supplies more electricity to the electric distribution system than the Company delivers to the customer-generator in a given billing period, the excess kilowatt hours shall be carried forward and credited against the customer-generator’s usage in subsequent billing periods at the Company’s distribution rates. Any excess kilowatt hours shall continue to accumulate for the 12 month period ending May 31. Any excess kilowatt hours at the end of the 12 month period will not carry over to the next year for distribution charge purposes. The customer-generator is responsible for the customer charge, demand charge and other applicable charges under the applicable Rate Schedule.
  
3. If the Company delivers more kilowatt-hours of electricity than the customer-generator facility feeds back to the Company’s system during the billing period, all charges of the applicable rate schedule shall be applied to the net kilowatt-hours of electricity that the Company delivered. The customer-generator is responsible for the customer charge, demand charge and other applicable charges under the applicable Rate Schedule.

**STANDARD CONTRACT RIDERS - (Continued)**

(C)

**RIDER NO. XX – GREEN TARIFF PILOT PROGRAM**

**Applicable to Rate Schedules RS, RH and RA**

**PURPOSE**

The Green Tariff Pilot Program (“Green Tariff”) Rider sets forth the eligibility, terms, and conditions applicable to residential customers who elect to participate.

**PILOT DESCRIPTION**

The Green Tariff offers eligible Rider No. 8 – Default Service Supply (“DSS”) customers with an opportunity to procure an additional quantity of zero-carbon Energy Attribute Certificates (EACs) above the amount they already receive through participation in DSS. The additional EACs provided under this Rider will be procured through annual competitive solicitations conducted by Duquesne Light Company (“Duquesne Light” or “Company”) and the Independent Market Monitor. Duquesne Light requires the Green Tariff provider to procure and submit to the Company the additional EACs associated with carbon-free generation located within Pennsylvania, corresponding to seven percent (7%) of the billed usage of all customers subscribed to the Green Tariff. This will adhere to a fixed price, full requirements contract, agreed to at the time of procurement.

**ELIGIBILITY**

The Green Tariff is available for up to 5,000 customers who elect to enroll in the Pilot Program on a first come, first served basis and who (i) are served under Rate Schedules RS, RH, and RA; (ii) receive default service supply from the Company under Rider No. 8 - DSS; and (iii) are not enrolled in the Company’s Customer Assistance Program (“CAP”). To receive the additional quantity of EACs procured under the Green Tariff, customers must affirmatively choose to enroll in the Green Tariff. A customer may choose to unenroll in the Green Tariff at any time in accordance with the switching protocols in Rule No. 45.1.

**GREEN TARIFF CHARGE**

<b><u>Application Period</u></b>	<b><u>Green Tariff Charge - ¢/kWh</u></b>
June 1, 2025, through May 31, 2026	X.XX
June 1, 2026, through May 31, 2027	X.XX
June 1, 2027, through May 31, 2028	X.XX
June 1, 2028, through May 31, 2029	X.XX

The Company provides default service supply under this Rider under the same terms, conditions, and charges as Rider No. 8 - DSS. The charges for the additional zero-carbon purchases (EACs) procured in the Green Tariff are calculated based on the results of a competitive solicitation process held annually for service under this Rider and the Green Tariff Charge will be effective as defined in the above table.

**PROCUREMENT PROCESS**

The Company will conduct a competitive auction solicitation for the additional EACs supplied under the Green Tariff separately from the Company’s default service electricity supply products. The solicitation process for the

**(C) – Indicates Change**

**STANDARD CONTRACT RIDERS - (Continued)**

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**RIDER NO. XX – GREEN TARIFF PILOT PROGRAM – (Continued)****Applicable to Rate Schedules RS, RH and RA****PROCUREMENT PROCESS – (Continued)**

additional EACs will be monitored by an independent third-party evaluator. The winning bidder is responsible for providing EACs sufficient to cover seven percent (7%) of the billed usage of all customers enrolled in the Green Tariff. The winning bidder will be the provider that bids the lowest fixed price per EAC in each solicitation and will be selected to provide the additional EACs. The Company will issue a competitive solicitation prior to the beginning of each Application Period to update the Green Tariff Charge. Solicitations will occur once per year in or around March, resulting in a single annual price for the additional EACs purchased under the Green Tariff for the stated Application Period.

The Company will update the Green Tariff Charge according to the schedule in the above table. The updated Green Tariff Charge will be based on the price from the selected winning bidder through the competitive solicitation process. The new Green Tariff Charge shall be filed with the Commission no less than sixty (60) days prior to the start of the next Application Period.

**CONTINGENCY PLAN**

The Company will not offer (or will discontinue) the Green Tariff during the applicable Application Period in the event it does not receive any bids to supply Green Tariff EACs. If the Green Tariff provider defaults, the Company will provide the balance of the EACs through spot market purchases until such time that a new supplier was selected.

**MONTHLY CHARGE**

The Monthly Charge shall be determined based on the formula described in this section.

$$\text{Monthly Charge} = (7\% * \text{Billed Usage}) * \text{GTC}_{\text{EAC}}$$

Where:

- Billed Usage = The billed kilowatt-hour usage of a customer enrolled in the Green Tariff.
- GTC = Green Tariff Charge, in units of cents (¢) per kilowatt-hour, to be applied to each additional EAC based on the lowest bid price for the provision of Green Tariff EACs in the competitive solicitation corresponding to the Application Period.

**COST RECOVERY MECHANISM**

The costs of the additional EACs in the Green Tariff will be recovered monthly from participating Green Tariff customers. The costs associated with any Commission-approved Green Tariff administration will be recovered from customers as stated in Rider No. 8 – Default Service Supply. Green Tariff customer bills will include a separate line item equal to the Monthly Charge.

**APPENDIX A – (Continued)****TRANSMISSION SERVICE CHARGES – (Continued)****(Applicable to All Rates)****ANNUAL UPDATE - (Continued)****For Rate Schedules AL, SE, SM, SH and PAL:**

The annual revenue requirement and over or under collection shall be allocated to each rate class for cost recovery based on the rate class contribution to the coincident peak load from the previous calendar year. PJM charges that are load based will also be allocated to each rate class for cost recovery based on the rate class contribution to the coincident peak load. PJM charges that are energy based will be billed on a per kWh basis. All such charges will be adjusted for Pennsylvania gross receipts tax. For rate schedules SM, SH and PAL, a kWh charge will be determined to recover the allocated revenue requirement and PJM charges. An equivalent fixed monthly charge will be determined based on the monthly kWh usage applicable for each fixture.

Where:

- TSC = Transmission service charge to be applied to all Transmission billing units (either kWh or kW, as indicated.)
- RCRR = Projected total revenue requirement and PJM charges established for the computation year of June 1<sup>st</sup> through May 31<sup>st</sup>, corresponding to the PJM planning year. The revenue requirement shall be allocated to the specific rate classes by applying the ratio of the RC1CP to the Duquesne Zone 1CP for the prior year. PJM charges shall be allocated to each rate class on the basis incurred (i.e. 1CP, kW, kWh).
- “e” = Total over or under collection calculated by comparing total TSC revenues billed to the specific rate class during the reconciliation year of the twelve month period ending February 28<sup>th</sup> or 29<sup>th</sup> to the total charges billed by PJM under its OATT as approved or accepted by FERC and allocated to the specific rate class based upon its Default Service share of the Duquesne Zone 1CP for the prior year, including applicable interest. Interest shall be computed monthly at the rate provided for in Title 52 Pa. Code §54.190(c), from the month the over collection or under collection occurs to the effective month that the over collection is refunded or the under collection is recouped. The Company recovers the net-metered excess transmission cost as an expense in the over/under collection within the Company’s 1307(e) reconciliation. (C)  
(C)  
(C)
- RCSales = Projected kWh sales for the specific rate class for the computation year.
- RCDemand = Projected kW billing demand for the specific rate class for the computation year.
- RC1CP = Rate Class load coincident with the peak hour of the peak day of the Duquesne Zone during the calendar year prior to the computation year.
- T = The total Pennsylvania Gross Receipts Tax rate in effect during the billing month, expressed in decimal form.

**(C) – Indicates Change**

ISSUED: XXXXX X, XXXX

EFFECTIVE: XXXX X, XXXX



# SCHEDULE OF RATES

For Electric Service in Allegheny and Beaver Counties

(For List of Communities Served, see Pages No. 4 and 5)

Issued By

**DUQUESNE LIGHT COMPANY**

411 Seventh Avenue  
Pittsburgh, PA 15219

**Kevin E. Walker**

**President and Chief Executive Officer**

ISSUED: XXXXX X, XXXX

EFFECTIVE: XXXXX X, XXXX

Issued pursuant to the Commission's Order  
entered XXXXXXXX XX, XXXX, at Docket No. P-2024-XXXXXX.

Issued in compliance with  
Commission Order entered September 15, 2016, at Docket No. P-2016-2540046.

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# NOTICE

THIS TARIFF SUPPLEMENT MAKES CHANGES TO THE TABLE OF CONTENTS,  
THE RIDER MATRIX, EXISTING RIDERS AND THE APPENDIX AND ADDS A RIDER  
THIS TARIFF SUPPLEMENT INCREASES A RATE WITHIN AN EXISTING RIDER

See Page Two

LIST OF MODIFICATIONS MADE BY THIS TARIFF

CHANGES

Table of Contents Xxxxxx Revised Page No. 3  
Cancelling Xxxxxxx revised Page No. 3

List of Modifications – Xxxxxxxx Page No. 2X through Xxxxxxxx Page No. 2X have been added to Tariff No. 25 in order to accommodate the noted modifications and, therefore, the Table of Contents has been updated to reflect the additional pages.

Table of Contents Xxxxxxx Revised Page No. 3A  
Cancelling Xxxxx revised Page No. 3A

Page No. 98B has been added to Tariff No. 25.

Page No. 99A has been added to Tariff No. 25.

Page No. 105A has been added to Tariff No. 25.

Page No. 105B has been added to Tariff No. 25 and, therefore, to the Table of Contents.

Page No. XXXX and Page No. XXXX have been added to Tariff No. 25 to accommodate the addition of Rider No. XX - Green Tariff Pilot Program and, therefore, to the Table of Contents.

Rider No. XX – Green Tariff Pilot Program has been added to Tariff No. 25 and, therefore, to the Table of Contents.

Standard Contract Riders – Rider Matrix Xxxxxx Revised Page No. 87A  
Cancelling Xxxxx Revised Page No. 87A

Rider No. XX – Green Tariff Pilot Program has been added to Tariff No. 25 and, therefore, to the Rider Matrix Chart and Rider Matrix Titles sections.

Rider No. 8 – Default Service Supply Xxxxx Revised Page No. 98  
Cancelling Xxxxxxx Revised Page No. 98

Language has been modified to revise the name of the Company’s Electric Vehicle Time-of-Use Supply Rate Pilot (“EV-TOU Supply Rate Pilot”) program, make updates to the program language, and add the DSP X docket number.

Language has been modified to reflect that the EV-TOU Supply Rate Pilot will offer a WholeHome EV-TOU Supply Rate Pilot program which applies to all the electricity used at the premises and an EV Only TOU Supply Rate Pilot program which will apply to only the EV electricity usage.

The Default Service Supply Rate – Residential Chart that was previously found at the bottom of Eighth Revised Page No. 98, Cancelling Seventh Revised Page No. 98 has been moved to Xxxxx Revised Page No. 98A, Cancelling Xxxxx Revised Page No. 98A.

LIST OF MODIFICATIONS MADE BY THIS TARIFF

CHANGES

Rider No. 8 – Default Service Supply Xxxxx Revised Page No. 98A  
Cancelling Xxxxx Revised Page No. 98A

The Default Service Supply Rate – Residential Chart that was previously found at the bottom of Eighth Revised Page No. 98, Cancelling Seventh Revised Page No. 98 has been moved to Xxxxx Revised Page No. 98A, Cancelling Xxxxx Revised Page No. 98A.

The Default Service Supply Rate Chart has been updated with the DSP X Application Period dates and the Electric Vehicle Time-of-Use Supply Rate Pilot program name revision.

The language regarding the Electric Vehicle Time-of-Use Supply Rate Pilot program time periods for Peak, Super Off-Peak and Off-Peak has been revised and the applicable PJM holidays have been noted.

The Default Service Supply Rate – Small Commercial and Industrial Chart that was previously found on Fifth Revised Page No. 98A, Cancelling Fourth Revised Page No. 98A has been moved to Xxxxxxxx Page No. 98B.

Rider No. 8 – Default Service Supply Xxxxxxxx Page No. 98B

The Default Service Supply Rate – Small Commercial and Industrial Chart that was previously found on Fifth Revised Page No. 98A, Cancelling Fourth Revised Page No. 98A has been moved to Xxxxxxxx Page No. 98B.

The Default Service Supply Rate Chart has been updated with the DSP X Application Period dates and the Electric Vehicle Time-of-Use Supply Rate Pilot program name revision.

The language regarding the Electric Vehicle Time-of-Use Supply Rate Pilot program time periods for Peak, Super Off-Peak and Off-Peak has been revised and the applicable PJM holidays have been noted.

Rider No. 8 – Default Service Supply Xxxxxxxx Revised Page No. 99  
Cancelling Xxxxxxxx Revised Page No. 99

The Default Service Supply Rate Chart has been updated with the DSP X Application Period dates and the Electric Vehicle Time-of-Use Supply Rate Pilot program name revision.

The language regarding the Electric Vehicle Time-of-Use Supply Rate Pilot program time periods for Peak, Super Off-Peak and Off-Peak has been revised and the applicable PJM holidays have been noted.

The Default Service Supply Rate – Lighting Chart that was previously found at the bottom of Seventeenth Revised Page No. 99, Cancelling Sixteenth Revised Page No. 99 has been moved to Xxxxxxxx Page No. 99A.

LIST OF MODIFICATIONS MADE BY THIS TARIFF

CHANGES

Rider No. 8 – Default Service Supply XXXXXXXXX Page No. 99A

The Default Service Supply Rate – Lighting Chart that was previously found at the bottom of Seventeenth Revised Page No. 99, Cancelling Sixteenth Revised Page No. 99 has been moved to the top of XXXXXXXX Page No. 99A.

The Default Service Supply Rate Chart has been updated with the DSP X Application Period dates.

Rider No. 8 – Default Service Supply XXXXXX Revised Page No. 100  
Cancelling XXXXXXXX Revised Page No. 100

XXXXXX Revised Page No. 101  
Cancelling XXXXXXXX Revised Page No. 101

The Default Service Supply Rate Charts have been updated with the DSP X Application Period dates.

Rider No. 8 – Default Service Supply XXXXX Revised Page No. 102  
Cancelling XXXXXXXX Revised Page No. 102

Language has been modified to reflect current business practice.

Rider No. 8 – Default Service Supply XXXXX Revised Page No. 103  
Cancelling XXXXXXXX Revised Page No. 103

Language has been modified to reflect current business practice.

The formula has been modified to reflect the addition of the Green Tariff Pilot Program administration costs and to reflect current business practice.

Rider No. 8 – Default Service Supply XXXXX Revised Page No. 104  
Cancelling XXXXXXXX Revised Page No. 104

The formula definitions have been modified to include the Green Tariff Pilot Program administration costs and to reflect current business practice.

The Rate Factor Chart has been updated with the DSP X Application Period dates.

Language previously located at the bottom of Third Revised Page No. 104, Cancelling Second Revised Page No. 104 has been moved to XXXXX Revised Page No. 104A, Cancelling XXXXXXXX Revised Page No. 104A.

LIST OF MODIFICATIONS MADE BY THIS TARIFF

CHANGES

Rider No. 8 – Default Service Supply Xxxxx Revised Page No. 104A  
Cancelling Xxxxxx Revised Page No. 104A

Language has been modified to revise the name of the Company’s Electric Vehicle Time-of-Use Supply Rate Pilot (“EV-TOU Supply Rate Pilot”) program.

Language regarding the Electric Vehicle Time-of-Use Supply Rate Pilot program time periods for Peak, Super Off-Peak and Off-Peak has been revised.

Language has been modified to reflect that the EV-TOU Supply Rate Pilot will offer a WholeHome EV-TOU Supply Rate Pilot program which applies to all the electricity used at the premises and an EV Only TOU Supply Rate Pilot program which will apply to only the EV electricity usage.

The formula has been modified to reflect the addition of the Green Tariff Pilot Program administration costs and to reflect current business practice.

A formula definition and the EV-TOU Supply Rate Factors Chart that was previously located at the bottom of Second Revised Page No. 104A, Cancelling First Revised Page No. 104A has been moved to the top of Xxxxxx Revised Page No. 105, Cancelling Xxxxx Revised Page No. 105.

Rider No. 8 – Default Service Supply Xxxxxx Revised Page No. 105  
Cancelling Xxxxx Revised Page No. 105

A formula definition and the EV-TOU Supply Rate Factors Chart that was previously located at the bottom of Second Revised Page No. 104A, Cancelling First Revised Page No. 104A has been moved to the top of Xxxxxx Revised Page No. 105, Cancelling Xxxxx Revised Page No. 105.

The docket number is being revised to reflect the DSP X filing.

The EV-TOU Supply Rate Factors Chart has been updated with the DSP X Application Period dates and the Electric Vehicle Time-of-Use Supply Rate Pilot Rate Factors revision.

Language has been modified to reflect the revision to the program name.

Special Terms and Conditions have been added related to the EV-Only Electric Vehicle Time-of-Use Supply Rate Pilot (“EV-Only TOU Pilot”).

Language that was previously located at the bottom of First Revised Page No. 105, Cancelling Original Page No. 105 has been moved to Xxxxxxxx Page No. 105B.

Rider No. 8 – Default Service Supply Xxxxxxxx Revised Page No. 105A

Special Terms and Conditions have been added related to the EV-Only Electric Vehicle Time-of-Use Supply Rate Pilot (“EV-Only TOU Pilot”).

LIST OF MODIFICATIONS MADE BY THIS TARIFF

CHANGES

Rider No. 8 – Default Service Supply XXXXXXXXX Revised Page No. 105B

Language that was previously located at the bottom of First Revised Page No. 105, Cancelling Original Page No. 105 has been moved to XXXXXXXX Page No. 105B.

Rider No. 9 – Day-Ahead Hourly Price Service XXXXXXXXX Revised Page No. 108  
Cancelling XXXXX Revised Page No. 108

The Fixed Retail Administrative Charge (“FRA”) Chart has been updated with the DSP X Application Period dates.

Rider No. 9 – Day-Ahead Hourly Price Service XXXXX Revised Page No. 111  
Cancelling XXXXXXXX Page No. 111

Language has been modified to reflect current business practice.

Rider No. 21 – Net Metering Service XXXXXXXXX Revised Page No. 135  
Cancelling XXXXX Revised Page No. 135

XXXXXXXXX Revised Page No. 136  
Cancelling XXXXX Revised Page No. 136

Language has been modified to revise the name of the Company’s Electric Vehicle Time-of-Use Supply Rate Pilot (“EV-TOU Supply Rate Pilot”) program.

Rider No. XX – Green Tariff Pilot Program XXXXXXXXX Page No. XXX  
XXXXXXXXX Page No. XXX

Rider No. XX – Green Tariff Pilot Program has been added to Tariff No. 25 to offer up to 5,000 eligible customers with an opportunity to procure an additional quantity of zero-carbon energy Attribute Certificates (“EACs”) above the amount they already receive through participation in default service supply (“DSS”).

Appendix A – Transmission Service Charges XXXXX Revised Page No. 145  
Cancelling XXXXXXXX Page No. 145

Language has been modified to reflect current business practice.

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**STANDARD CONTRACT RIDERS – (Continued)**

(C)

**RIDER MATRIX – (Continued)**

(C)

	RS	RH	RA	GS/GM	GMH	GL	GLH	L	HVPS	AL	SE	SM	SH	UMS	PAL
Rider No. 20	X	X	X	X	X	X	X	X	X	X					
Rider No. 21	X	X	X	X	X	X									
Rider No. 22	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<u>Rider No. XX</u>	<u>X</u>	<u>X</u>	<u>X</u>												
Appendix A	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

(C)

Rider Titles:

- Rider No. 20 — Smart Meter Charge
- Rider No. 21 — Net Metering Service
- Rider No. 22 — Distribution System Improvement Charge (“DSIC”)
- Rider No. XX — Green Tariff Pilot Program
- Appendix A — Transmission Service Charges

(C)

STANDARD CONTRACT RIDERS - (Continued)

RIDER NO. 8 – DEFAULT SERVICE SUPPLY

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

Default Service Supply (“DSS”) provides residential, commercial, industrial and lighting customers on the applicable rate schedules with a default service supply rate that is determined based on competitive auctions to acquire the energy to serve the load of customers taking service under the provisions of this Rider. Small and medium commercial and industrial customers are defined in Rate Schedules GS/GM and GMH. For purposes of this rider, medium customers are those customers with a monthly metered demand that is at least 25 kW and less than 200 kW, on average, in a twelve (12) month period. For purposes of assigning customers not being served by an Electric Generation Supplier (“EGS”) to the applicable supply rate, Duquesne Light shall evaluate the customer’s twelve (12) most recent months of monthly billing demand for that customer available in October of the preceding year. If the customer’s average monthly billing demand is less than 25 kW in the twelve (12) months, then that customer shall be assigned to the supply rate for small commercial and industrial customers effective with their January billing. If the customer’s average monthly demand is greater than or equal to 25 kW but less than 200 kW in the twelve (12) month period, then that customer shall be assigned to the supply rate for medium commercial and industrial customers effective with their January billing.

Eligible customers may elect to enroll in the Company’s Electric Vehicle Time-of-Use Supply Rate Pilot Program (“EV-TOU Supply Rate”). The ~~Electric Vehicle Time-of-Use EV TOU Supply Rate Pilot Program~~ is available to customers that (i) are served under Rate Schedules RS, RH, RA, GS/GM, or GMH and have an account in good standing, signifying that the account is active, does not have a past due balance or an outstanding payment arrangement at the time of enrollment, and has demonstrated a timely payment history; (ii) own or lease a highway-capable plug-in battery electric vehicle or plug-in hybrid electric vehicle registered to the service address, or operate electric vehicle charging facilities at the service location; (iii) are not enrolled in the Company’s Customer Assistance Program, budget billing, ~~or~~ virtual meter aggregation, Rider No. 7 – Residential Managed Charging Pilot, or Rider No. 23 – Behavioral Load Management Pilot; (iv) have not de-enrolled from the ~~Electric Vehicle Time-of-Use EV TOU Supply Rate Pilot Program or Electric Vehicle Time-of-Use Supply Rate Pilot,~~ for any reason, within the last twelve (12) months; and (v) comply with any other applicable ~~Electric Vehicle Time-of-Use EV TOU Supply Rate Pilot Program~~ rules established at Docket No. P-2020-3019522, Docket No. P-2024-XXXXXXX, or subsequent proceeding. ~~Customers enrolled in the Electric Vehicle Time-of-Use EV TOU Supply Rate Pilot Program~~ will be moved to the applicable ~~Electric Vehicle Time-of-Use EV TOU Supply Rate Pilot Program~~ supply rate.

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(C)

Eligible residential customers will have the choice to enroll in either the WholeHome Electric Vehicle Time-of-Use Supply Rate Pilot Program (“WholeHome EV-TOU Supply Rate”) or the EV-Only Electric Vehicle Time-of-Use Pilot Program Supply Rate (“EV-Only EV-TOU Supply Rate”). The WholeHome EV-TOU Supply Rate Pilot Program will apply to all the electricity used at the premises. The EV-Only EV-TOU Pilot Supply Rate Program, 1,1, at a time will require the customer to have a Company-qualified n-eligible EV or charging station which allows the Company to track usage as the rate will only apply to the customer’s EV usage, while the rest of the premises remains on the standard default service rate.

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STANDARD CONTRACT RIDERS - (Continued)

**RIDER NO. 8 – DEFAULT SERVICE SUPPLY**

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

**DEFAULT SERVICE SUPPLY RATE**

(C)

**Residential**

**(Rate Schedules RS, RH and RA)**

Application Period	Supply Charge - ¢/kWh	Electric Vehicle Time-of Use <sup>(1)</sup> Supply Rate Pilot Program <sup>(†)</sup>		
		Supply Charge - ¢/kWh		
		Peak	Off-Peak	Super Off-Peak
June 1, 2025, through November 30, 2025	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2025, through May 31, 2026	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2026, through November 30, 2026	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2026, through May 31, 2027	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2027, through November 30, 2027	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2027, through May 31, 2028	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2028, through November 30, 2028	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2028, through May 31, 2029	X.XXXX	X.XXXX	X.XXXX	X.XXXX

(C)

<sup>(†)</sup> The Electric Vehicle Time-of Use Pilot Program is year-round, seven (7) days per week, including holidays. Peak Hours are 1:00 PM to 9:00 PM. Off-Peak Hours are 6:00 AM to 1:00 PM and 9:00 PM to 11:00 PM. Super Off-Peak Hours are 11:00 PM to 6:00 AM.

(C)

<sup>(1)</sup> Peak Hours are 3:00 PM to 9:00 PM, Monday through Friday, excluding noted PJM holidays.

(C)

Super Off-Peak Hours are 11:00 PM to 6:00 AM daily, including noted PJM holidays.

All other hours are considered Off-Peak.

PJM Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

**(C) – Indicates Change**

**STANDARD CONTRACT RIDERS - (Continued)**

(C)

**RIDER NO. 8 – DEFAULT SERVICE SUPPLY - (Continued)**

(C)

**(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)**

**DEFAULT SERVICE SUPPLY RATE - (Continued)**

**Small Commercial and Industrial customers with monthly metered demand less than 25 kW.**

**(Rate Schedules GS/GM and GMH and Rate Schedule UMS<sup>(1)</sup>)**

Application Period	Supply Charge - ¢/kWh	Rate Schedules GS/GM and GMH Electric Vehicle Time-of Use <sup>(2)</sup> Supply Rate Pilot Program <sup>(2)</sup>		
		Supply Charge - ¢/kWh		
		Peak	Off-Peak	Super Off-Peak
June 1, 2025, through November 30, 2025	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2025, through May 31, 2026	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2026, through November 30, 2026	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2026, through May 31, 2027	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2027, through November 30, 2027	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2027, through May 31, 2028	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2028, through November 30, 2028	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2028, through May 31, 2029	X.XXXX	X.XXXX	X.XXXX	X.XXXX

(C)

<sup>(1)</sup> Rate Schedule UMS is not eligible for the Electric Vehicle Time-of-Use Pilot Program.

<sup>(2)</sup> The Electric Vehicle Time-of-Use Pilot Program is year-round, seven (7) days per week, including holidays. Peak Hours are 1:00 PM to 9:00 PM. Off-Peak Hours are 6:00 AM to 1:00 PM and 9:00 PM to 11:00 PM. Super Off-Peak Hours are 11:00 PM to 6:00 AM.

(C)

<sup>(2)</sup> Peak Hours are 3:00 PM to 9:00 PM, Monday through Friday, excluding noted PJM holidays.

(C)

Super Off-Peak Hours are 11:00 PM to 6:00 AM daily, including noted PJM holidays.

All other hours are considered Off-Peak.

PJM Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

STANDARD CONTRACT RIDERS - (Continued)

RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

DEFAULT SERVICE SUPPLY RATE – (Continued)

Medium Commercial and Industrial customers with monthly metered demand equal to or greater than 25 kW and less than 200 kW.

(Rate Schedules GS/GM and GMH)

Application Period	Supply Charge - ¢/kWh	Electric Vehicle Time-of Use Supply Rate Pilot Program <sup>(1)</sup>		
		Supply Charge - ¢/kWh		
		Peak	Off-Peak	Super Off-Peak
June 1, 2025, through August 31, 2025	X.XXXX	X.XXXX	X.XXXX	X.XXXX
September 1, 2025, through November 30, 2025	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2025, through February 28, 2026	X.XXXX	X.XXXX	X.XXXX	X.XXXX
March 1, 2026, through May 31, 2026	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2026, through August 31, 2026	X.XXXX	X.XXXX	X.XXXX	X.XXXX
September 1, 2026, through November 30, 2026	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2026, through February 28, 2027	X.XXXX	X.XXXX	X.XXXX	X.XXXX
March 1, 2027, through May 31, 2027	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2027, through August 31, 2027	X.XXXX	X.XXXX	X.XXXX	X.XXXX
September 1, 2027, through November 30, 2027	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2027, through February 29, 2028	X.XXXX	X.XXXX	X.XXXX	X.XXXX
March 1, 2028, through May 31, 2028	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2028, through August 31, 2028	X.XXXX	X.XXXX	X.XXXX	X.XXXX
September 1, 2028, through November 30, 2028	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2028, through February 28, 2029	X.XXXX	X.XXXX	X.XXXX	X.XXXX
March 1, 2029, through May 31, 2029	X.XXXX	X.XXXX	X.XXXX	X.XXXX

<sup>(†)</sup> The Electric Vehicle Time-of-Use Pilot Program is year-round, seven (7) days per week, including holidays. Peak Hours are 1:00 PM to 9:00 PM. Off-Peak Hours are 6:00 AM to 1:00 PM and 9:00 PM to 11:00 PM. Super Off-Peak Hours are 11:00 PM to 6:00 AM.

<sup>(1)</sup> Peak Hours are 3:00 PM to 9:00 PM, Monday through Friday, excluding noted PJM holidays.

Super Off-Peak Hours are 11:00 PM to 6:00 AM daily, including noted PJM holidays.

All other hours are considered Off-Peak.

PJM Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

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**STANDARD CONTRACT RIDERS - (Continued)****(C)****RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)****(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)****DEFAULT SERVICE SUPPLY RATE – (Continued)****Lighting****(Rate Schedules AL and SE)**

<b>Application Period</b>	<b>Supply Charge - ¢/kWh</b>
<u>June 1, 2025, through November 30, 2025</u>	<u>X.XXXX</u>
<u>December 1, 2025, through May 31, 2026</u>	<u>X.XXXX</u>
<u>June 1, 2026, through November 30, 2026</u>	<u>X.XXXX</u>
<u>December 1, 2026, through May 31, 2027</u>	<u>X.XXXX</u>
<u>June 1, 2027, through November 30, 2027</u>	<u>X.XXXX</u>
<u>December 1, 2027, through May 31, 2028</u>	<u>X.XXXX</u>
<u>June 1, 2028, through November 30, 2028</u>	<u>X.XXXX</u>
<u>December 1, 2028, through May 31, 2029</u>	<u>X.XXXX</u>

**(C)****(C) – Indicates Change****ISSUED: XXXXX X, XXXX****EFFECTIVE: XXXX X, XXXX**

**STANDARD CONTRACT RIDERS - (Continued)**

**RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)**

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

**DEFAULT SERVICE SUPPLY RATE – (Continued)**

**Lighting**

(Rate Schedules SM, SH and PAL)

Lamp wattage as available on applicable rate schedule.

Wattage	Nominal kWh Energy Usage per Unit per Month	Application Period			
		<u>06/01/2025 through 11/30/2025</u>	<u>12/01/2025 through 05/31/2026</u>	<u>06/01/2026 through 11/30/2026</u>	<u>12/01/2026 through 05/31/2027</u>
<b>Supply Charge ¢ per kWh</b>		<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
<b>Fixture Charge — \$ per Month</b>					
<b>Mercury Vapor</b>					
100	44	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
175	74	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
250	102	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
400	161	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
1000	386	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
<b>High Pressure Sodium</b>					
70	29	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
100	50	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
150	71	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
200	95	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
250	110	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
400	170	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
1000	387	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
<b>Flood Lighting - Unmetered</b>					
70	29	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
100	46	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
150	67	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
250	100	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
400	155	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
<b>Light-Emitting Diode (LED) – Cobra Head</b>					
30	11	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
45	16	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
60	21	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
95	34	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
139	49	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
219	77	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
		<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
<b>Light-Emitting Diode (LED) – Colonial</b>					
20	7	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
45	16	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
<b>Light-Emitting Diode (LED) – Contemporary</b>					
40	14	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
55	20	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>

(C)

(C) – Indicates Change

ISSUED: ~~MARCH 31, 2023 XXXXX X, XXXX~~

EFFECTIVE: ~~JUNE 1, 2023 XXXXX X, XXXX~~

**STANDARD CONTRACT RIDERS - (Continued)**

**RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)**

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

**DEFAULT SERVICE SUPPLY RATE – (Continued)**

**Lighting — (Continued)**

(Rate Schedules SM, SH and PAL)

Lamp wattage as available on applicable rate schedule.

(C)

Wattage	Nominal kWh Energy Usage per Unit per Month	Application Period			
		<u>06/01/2027 through 11/30/2027</u>	<u>12/01/2027 through 05/31/2028</u>	<u>06/01/2028 through 11/30/2028</u>	<u>12/01/2028 through 05/31/2029</u>
<b>Supply Charge ¢ per kWh</b>		<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
<b>Fixture Charge — \$ per Month</b>					
<b>Mercury Vapor</b>					
100	44	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
175	74	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
250	102	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
400	161	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
1000	386	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
<b>High Pressure Sodium</b>					
70	29	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
100	50	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
150	71	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
200	95	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
250	110	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
400	170	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
1000	387	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
<b>Flood Lighting - Unmetered</b>					
70	29	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
100	46	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
150	67	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
250	100	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
400	155	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
<b>Light-Emitting Diode (LED) – Cobra Head</b>					
30	11	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
45	16	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
60	21	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
95	34	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
139	49	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
219	77	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
<b>Light-Emitting Diode (LED) – Colonial</b>					
20	7	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
45	16	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
<b>Light-Emitting Diode (LED) – Contemporary</b>					
40	14	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
55	20	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>

(C) – Indicates Change

**STANDARD CONTRACT RIDERS - (Continued)**

**RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)**

**(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)**

**DEFAULT SERVICE SUPPLY RATE – (Continued)**

The Company will provide default service supply under this Rider by obtaining the requirements from suppliers through competitive procurements using a competitive auction process. The charges for DSS calculated based on the results of the competitive auction process for service under this Rider will be effective as defined above. (C) (C)

DSS obtained through the competitive auction process includes energy, capacity, transmission and distribution line losses, congestion and congestion management costs, all or some of the Alternative Energy Credits (“AECs”), ancillary services, PJM grid management charges and other such services or products that are required to provide default service to the Company’s customers including Auction Revenue Rights and Financial Transmission Rights (“ARRs/FTRs”). The Company may purchase and provide for a portion of its AEC solar requirements associated with the default service load. The AECs provided by the Company for the applicable procurement group(s) will reduce the obligation of the suppliers in the competitive auction. DSS shall not include transmission service within Duquesne’s zone. Duquesne will be responsible for and continue to provide network integration transmission service. The applicable charges for transmission service are defined in Appendix A of this Tariff. (C) (C) (C)

Service under this Rider No. 8 – Default Service Supply shall commence in accordance with the switching protocols in Rule No. 45.1.

**PROCUREMENT PROCESS**

The Company will conduct separate competitive auction solicitations for DSS for each customer procurement group under this Rider. The customer procurement groups for the competitive auction solicitations are defined as residential and lighting, small commercial and industrial and medium commercial and industrial. The small commercial and industrial group includes those customers with monthly metered demand less than 25 kW. The medium commercial and industrial group includes those customers with monthly metered demand equal to or greater than 25 kW and less than 200 kW. The competitive auction process will be bid separately to ensure that there is no cross subsidization. (C) (C) (C)

The Company will update the rates for the DSS according to the schedule in the above tables. The Company will issue competitive auctions prior to the beginning of each Application Period to update the default service supply rates. The updated rates will be based on the new price(s) available from the winning suppliers through the competitive auction process and the cost for Company solar contracts, if any, for the applicable procurement group(s). The rates will include a reconciliation adjustment as described in the “Calculation of Rate” section of this Rider. ~~In the month prior to the beginning of each Application Period, the~~ Company will file new DSS ~~charges-rates~~ with the Pennsylvania Public Utility Commission (“Commission”) ~~no less than sixty (60) days prior to the start of for the subsequent next~~ Application Period, and, upon Commission approval, these ~~charges-rates~~ shall become effective ~~on the first day of the following month~~. (C) (C) (C) (C) (C)

The load of the customer procurement group for the competitive auction will be divided into Tranches. Winning suppliers will provide DSS for the percentage of DSS load corresponding to the number of Tranches won in the competitive auction. Duquesne seeks to procure all Tranches in the competitive auction process pursuant to the competitive auction schedule approved by the Commission. (C) (C) (C)

The selection of bids will be submitted to the Commission for its approval or rejection within one business day after submittal. If the bids are not acted on by the Commission within one business day, the Company may proceed on the basis that they are approved and award the bids pursuant to 52 Pa. Code § 54.188(d).

**(C) – Indicates Change**

ISSUED: ~~APRIL 1, 2021~~XXXXX X, XXXX

EFFECTIVE: ~~JUNE 1, 2021~~XXXXX X, XXXX

**STANDARD CONTRACT RIDERS - (Continued)**

**RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)**

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

**CONTINGENCY PLAN**

In the event Duquesne receives bids for less than all Tranches or the Commission does not approve all or some of the submitted bids or in the event of supplier default, the Company will execute its Contingency Plan as approved in the Supply Master Agreement (“SMA”) at Docket No. P-2024-XXXXXXX~~then Duquesne will provide the balance of the default supply for commercial and industrial customers through purchases in the PJM spot markets until such time that a different contingency plan is approved by the Commission.~~ Duquesne will submit its Contingency Plan to the Commission within fifteen (15) days after execution of the Plan~~any such occurrence an emergency plan to handle any default service shortfall.~~ All costs associated with implementing the eContingency plan will be included as part of the DSS described in the section below, “Calculation of Rate.”

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(C)

**CALCULATION OF RATE**

DSS rates shall be determined based on the formula described in this section. The DSS shall be filed with the Commission no less than sixty (60) days prior to the start of the next Application Period as defined under the Default Service Supply Rate section of this Rider. Rates are reconciled on a semi-annual basis in accordance with the Default Service Supply Rate section of this Rider. The rates shall include an adjustment to reconcile revenue and expense for each Application Period. The DSS shall be determined to the nearest one-thousandth of one (1) mill per kilowatt-hour in accordance with the formula set forth below and shall be applied to all kilowatt-hours billed for default service provided during the billing month:

$$DSS = [(CA + (SLR + GRN + (DSS_a + E)/S_a) * F + (DSS_b/S_b)] * [1/(1 - T)]$$

(C)

**Where:**

- DSS** = Default Service Supply rate, converted to cents per kilowatt-hour, to be applied to each kilowatt-hour supplied to customers taking default service from the Company under this Rider.
- CA** = The weighted average of the winning bids received in a competitive auction for each customer class identified above and described in the “Default Service Supply Rate” section and adjusted for customer class transmission and distribution line losses. The competitive auction shall be conducted as described in “Procurement Process.”
- DSS<sub>a</sub>** = The total estimated direct and indirect costs incurred by the Company to acquire DSS from any source on behalf of customers described above in the “Procurement Process.” The Application Period shall be for each period over which the DSS, as computed, will apply. Projections of the Company’s costs to acquire default supply for the Application Period shall include all direct and indirect costs of generation supply to be acquired by the Company from any source plus any associated default service supply-related procurement and administration costs. Default service supply-related costs shall include the cost of preparing the company’s default service plan filing and working capital costs associated with default service supply. The Company will recover these costs over the default service plan period as defined in the Commission’s order at Docket No. R-2021-3024750.

(C)

**(C) – Indicates Change**

**STANDARD CONTRACT RIDERS - (Continued)**

**RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)**

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

**CALCULATION OF RATE – (Continued)**

**DSS<sub>b</sub>** = Company costs may also include the expenses to support time-of-use (“TOU”) programs offered by the Company. Time-of-use expenses will be assigned to the applicable customer class for recovery through this Rider.

**SLR** = The costs associated with any Commission-approved solar contracts and its administration will be recovered from the customers in the applicable procurement group(s) that have received an allocation of the AECs associated with the solar contracts. The proceeds of any solar energy, capacity, ancillary services and solar AECs that are acquired and in excess of those allocated to default service suppliers, and sold into the market, will be netted against solar contract costs.

**GRN** = The costs associated with any Commission-approved Green Tariff administration will be recovered from the customers in the applicable procurement group that has received an allocation of the Energy Attribute Certificates (“EAC’s”) associated with the Green Tariff. This would include contingency costs if the winning supplier were to default, and the Company would have to provide the balance of the EACs through spot market purchases until such time that a new supplier was selected. (C)

**E** = Experienced net over or under collection for each customer procurement group based on the revenue and expense for the six (6) month period ending one-hundred twenty (120) days prior to the end of Application Period. The DSS rate effective June 1 shall include reconciliation of revenue and expense for the six (6) month period August through January and the DSS rate effective December 1 shall include reconciliation of revenue and expense for the six (6) month period February through July. The Company recovers the net-metered excess generation cost as an expense in the respective default service class over/under collection within the Company’s 1307(e) reconciliation. Interest shall be computed monthly at the rate provided for in 52 Pa. Code §54.190, from the month the over collection or under collection occurs to the effective month that the over collection is refunded or the under collection is recouped. (C)  
(C)  
(C)

**S<sub>a</sub>** = The Company’s default service retail kWh sales to customers in the applicable Customer Class, projected for the Application Period. (C)

**S<sub>b</sub>** = The Company’s default service retail kWh sales to customers in the applicable EV TOU Customer Class, projected for the Application Period. (C)

**F** = Rate Factor only for the residential and lighting customer groups, updated annually when DSS rates are updated, to become effective June 1st of each year. The Rate Factor shall be 1.0 for all other customer groups. DSS for residential and lighting customer groups will be obtained in the same competitive auction. The Rate Factor adjustment reflects the load shape of the residential and lighting classes. The Rate Factor will be as follows for each Application Period.

Application Period	Residential	Lighting
<u>June 1, 2025, through May 31, 2026</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
<u>June 1, 2026, through May 31, 2027</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
<u>June 1, 2027, through May 31, 2028</u>	<u>X.XXXX</u>	<u>X.XXXX</u>
<u>June 1, 2028, through May 31, 2029</u>	<u>X.XXXX</u>	<u>X.XXXX</u>

(C)

(C)

**(C) – Indicates Change**

STANDARD CONTRACT RIDERS - (Continued)

RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

CALCULATION OF RATE – (Continued)

T = The Pennsylvania gross receipts tax rate in effect during the billing month, expressed in decimal form.

The rate shall become effective for default supply service rendered on and after the beginning of the Application Period unless otherwise ordered by the Commission and shall remain in effect for the effective periods defined above, unless revised on an interim basis subject to the approval of the Commission. Pursuant to 52 Pa. Code §69.1809(c), upon determination that the DSS, if left unchanged, would result in a material over or undercollection of supply-related costs incurred or expected to be incurred during the effective period, the Company may file with the Commission for an interim revision of the DSS to become effective thirty (30) days from the date of filing, unless otherwise ordered by the Commission.

CALCULATION OF RATE

~~—ELECTRIC VEHICLE TIME-OF-USE SUPPLY RATE PILOT PROGRAM (“EV-TOU SUPPLY RATE PILOT”)~~

~~DSS-The~~ Electric Vehicle Time-of-Use Supply Rate Pilot Program (“DSS-EV-TOU Supply”) rates shall be supplied via the same fixed price, full requirements (“FPFR”) products that provide default service supply for the applicable customer class. The DSS-EV-TOU Supply rates will be distinguished by three time periods throughout the year. The Super Off-Peak Period will consist of all hours every day from 11:00 PM through 6:00 AM, including weekends and noted PJM holidays. The Peak Period will consist of all hours ~~every day~~ from ~~13:00~~ 13:00 PM through 9:00 PM, Monday through Friday, excluding noted PJM holidays. All other hours will be included in the Off-Peak Period. The same Peak, Off-Peak, and Super Off-Peak Periods will be applicable to all eligible DSS-EV-TOU Supply-service customers.

The ~~DSS~~-EV-TOU rates shall be filed with the Commission no less than sixty (60) days prior to the start of the next Application Period as defined under the Default Service Supply Rate section of this Rider. Rates are reconciled on a semi-annual basis in accordance with the Default Service Supply Rate section of this Rider. The rates shall include an adjustment to reconcile revenue and expense for each Application Period. The DSS-EV-TOU Supply Rate rates shall be determined to the nearest one-thousandth of one (1) mill per kilowatt-hour and shall be applied to all kilowatt-hours billed for ~~DSS~~-EV-TOU Supply Rate rates provided during the billing month.

During the pilot-program, the DSS-EV-TOU Supply Rate rates will apply to all load associated with the applicable meter for customers who elect the WholeHome option.

During the pilot, the EV TOU Supply Rate rates will apply to all load associated with the customer’s EV usage for customers who elect the EV-Only option.

$$DSS = [(CA + (SLR + GRN + (DSS_a + E)/S_a) * F * TOU-F + (DSS_b/S_b)] * [1/(1 - T)]$$

Where:

DSS = Default Service Supply rate as defined above, with the addition of the EV-TOU Rate Factors.

(C) – Indicates Change

STANDARD CONTRACT RIDERS - (Continued)

**RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)**

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

**CALCULATION OF RATE**

**ELECTRIC VEHICLE TIME-OF-USE SUPPLY RATE PILOT (“EV-TOU SUPPLY RATE PILOT”) – (Continued)**

**TOU-F** = EV-TOU Rate Factors (as defined below), updated annually when DSS rates are updated, to become effective June 1st of each year, will be utilized to derive the Peak, Off-Peak, and Super Off-Peak rates for the customer class based on its respective energy consumption patterns and capacity requirements, as approved in the Company’s most recent DSP proceeding at Docket No. ~~P-20202024-3019522XXXXXX~~.

Electric Vehicle Time-of-Use <u>Supply</u> Rate Factors									
Application Period	Residential RS, RH, RA			Small C&I <sup>(1)</sup> GS, GM<25, GMH<25			Medium C&I GM & GMH ≥ 25kW < 200 kW		
	PK <sup>(2)</sup>	OFF <sup>(3)</sup>	SUP <sup>(4)</sup>	PK <sup>(2)</sup>	OFF <sup>(3)</sup>	SUP <sup>(4)</sup>	PK <sup>(2)</sup>	OFF <sup>(3)</sup>	SUP <sup>(4)</sup>
<u>June 1, 2025, through May 31, 2026</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
<u>June 1, 2026, through May 31, 2027</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
<u>June 1, 2027, through May 31, 2028</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>
<u>June 1, 2028, through May 31, 2029</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>	<u>X.XX</u>

<sup>(1)</sup>Rate Schedule UMS is not eligible for the ~~Electric Vehicle Time-of-Use Supply Rate~~Electric Vehicle Time-of-Use Pilot Program.

<sup>(2)</sup>Denotes Peak

<sup>(3)</sup>Denotes Off-Peak

<sup>(4)</sup>Denotes Super Off-Peak

**ANNUAL RECONCILIATION**

The Company will file with the Commission an annual reconciliation statement of the revenues, expenses and resulting over and under recovery for the twelve (12) months beginning February 1 and ending January 31 of the following year, in accordance with 66 Pa. C.S. § 1307(e), by March 1 for each service class. An annual reconciliation statement shall be prepared separately for the Residential, Small Commercial & Industrial and Medium Commercial & Industrial customer classes.

The standard DSS rate and ~~DSS-EV-TOU~~ Supply rate over/under collections will be calculated in total for each procurement class.

**EV-ONLY ELECTRIC VEHICLE TIME-OF-USE SUPPLY RATE PILOT (“EV-ONLY TOU Pilot”)**

**SPECIAL TERMS AND CONDITIONS**

1. Available for up to 1,500 eligible residential customers on a first come, first served basis.

**(C) – Indicates Change**

STANDARD CONTRACT RIDERS - (Continued)

(C)

RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)

(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)

EV-ONLY ELECTRIC VEHICLE TIME-OF-USE SUPPLY RATE PILOT (“EV-ONLY –TOU PILOT”)

SPECIAL TERMS AND CONDITIONS – (Continued)

2. The customer must have a Company-qualified Level 2 charging station or electric vehicle to enroll in the EV-Only TOU Pilot. A list of Company-qualified charging stations and electric vehicles will be published on the Company’s electric vehicle section of its website at duquesnelight.com.
3. The Company will select a managed charging vendor that can manage Company-qualified charging stations and electric vehicles for the EV-Only TOU Pilot.
4. The Company is granted permission to utilize a third-party vendor to access electric vehicle telematics or charging station data or similar data for enrolled customers as part of the EV-Only TOU Pilot. This information will be provided to the Company by the third-party vendor and will be utilized to bill the EV-Only TOU customer. Eligible residential customers enrolling in the EV-Only TOU Pilot consent to the Company using their charging station or electric vehicle telematics or similar data for billing purposes with written authorization, as applicable.
5. The customer will be responsible for the accuracy, network connectivity, and overall maintenance of their charging station or electric vehicle telematics to ensure the transmission of their EV data.
6. The customer retains their right to file a billing complaint at the PUC.
7. Customers enrolled in the EV-Only option under the EV TOU Supply Rate Pilot must also enroll in the EV-Only option under Rider No. 4 – EV TOU Distribution Rate Pilot. Customers selecting the WholeHome option under the EV TOU Supply Rate Pilot are not permitted to enroll in the EV-Only option under Rider No. 4 – EV TOU Distribution Rate Pilot.
8. The Company may unenroll customers from the Pilot if they do not remain in good standing, signifying that the customer account is active, does not have a past due balance or an outstanding payment arrangement at the time of enrollment, and has demonstrated a timely payment history.
9. The Company reserves the right to inspect, at all reasonable times, the customer's circuitry to determine that the load served under the terms of this Rider is as defined herein.
10. If the Company finds, in its sole judgment, that the conditions of this EV-Only TOU Pilot are being violated, it may discontinue application of the EV-Only TOU Pilot and bill all usage pursuant to the applicable Rate Schedule.
11. Customer enrollment is dependent on continuously meeting the Applicability provisions and Special Terms and Conditions of this Rider. If the Company finds, in its sole judgment, that the conditions of this Rider are being violated, it may terminate the customer from the Pilot with notice.

(C) – Indicates Change

ISSUED: XXXXX X, XXXX

EFFECTIVE: XXXX X, XXXX

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**STANDARD CONTRACT RIDERS - (Continued)**

**(C)**

**RIDER NO. 8 – DEFAULT SERVICE SUPPLY – (Continued)**

**(Applicable to Rate Schedules RS, RH, RA, GS/GM, GMH, AL, SE, SM, SH, UMS and PAL)**

**MISCELLANEOUS**

**(C)**

Minimum bills shall not be reduced by reason of the DSS. DSS charges shall not be a part of the monthly rate schedule minimum nor be subject to any credits or discounts.

Application of the DSS shall be subject to continuous review and audit by the Commission at intervals it shall determine.

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**(C)**

**STANDARD CONTRACT RIDERS - (Continued)**

**RIDER NO. 9 – DAY-AHEAD HOURLY PRICE SERVICE – (Continued)**

(Applicable to Rates GS/GM, GMH, GL, GLH, L and HVPS and Generating Station Service)

**MONTHLY CHARGES – (Continued)**

**PJM Ancillary Service Charges and Other PJM Charges – (Continued)**

**PJM<sub>S</sub>**= PJM Surcharge is a pass-through of the charges incurred by the Company for grid management and administrative costs associated with membership and operation in PJM. These are the charges incurred by the Company under PJM Schedules 9 and 10 to provide hourly price service.

**R<sub>D</sub>** = Reactive supply service charge in \$/MW-day to serve the customer’s load as calculated under the PJM Tariff Schedule 2.

**B<sub>D</sub>** = Black start service charge in \$/MW-day to serve the customer’s load as calculated under the PJM Tariff Schedule 6A.

**Fixed Retail Administrative Charge**

**FRA** = The Fixed Retail Administrative Charge in \$ per MWH. The Fixed Retail Administrative Charge consists of the sum of administrative charges for the suppliers providing hourly price service (as determined by a competitive solicitation process) and for the Company to obtain supply and administer this service. Default service supply-related costs shall include the cost of preparing the company’s default service plan filing and working capital costs associated with default service supply. The Company will recover these costs over the default service plan period as defined in the Commission’s order at Docket No. R-2021-3024750.

The supplier charges shall be based on the winning bids in the Company’s most recent solicitation for supply of hourly price default service.

The Company’s administrative charges shall be based on an amortization of the costs incurred by the Company to acquire generation supply from any source for the Medium (≥ 200 kW) Customer Class and Large C&I Customer Class during the most recent twelve-month (12-month) period ended May 31st (as determined by amortizing such costs over a 12-month period) plus the amortization of the cost of administering the hourly price service over the duration of the default service plan, including any unbundled costs of preparing the Company’s default service plan filing and working capital costs associated with default service supply.

This charge shall also include the Company’s costs associated with any Commission approved solar contracts and its administration, if applicable, in \$ per MWh. The proceeds of any solar energy, capacity, ancillary services and solar AECs that are acquired and in excess of those allocated to default service suppliers, and sold into the market, will be netted against solar contract costs.

Application Period	FRA \$/MWH
<u>June 1, 2025, through May 31, 2026</u>	<u>\$X.XX</u>
<u>June 1, 2026, through May 31, 2027</u>	<u>\$X.XX</u>
<u>June 1, 2027, through May 31, 2028</u>	<u>\$X.XX</u>
<u>June 1, 2028, through May 31, 2029</u>	<u>\$X.XX</u>

(C)

**(C) – Indicates Change**

**STANDARD CONTRACT RIDERS - (Continued)**

**RIDER NO. 9 – DAY-AHEAD HOURLY PRICE SERVICE – (Continued)**

**(Applicable to Rates GS/GM, GMH, GL, GLH, L and HVPS and Generating Station Service)**

**NOTIFICATION AND ELECTION OF SERVICE**

Customers may elect to purchase their supply requirements through this rider at any time according to the requirements of Rule No. 45. Customers that do not elect service with an EGS will default to hourly price service under this rider.

**ANNUAL RECONCILIATION**

The Company will file with the Commission a reconciliation statement of the revenues, expenses and resulting over and under recovery for the eight (8) months beginning June 1, 2017, and ending January 31, 2018, in accordance with 66 Pa. C.S. § 1307(e), by March 1, 2018. Thereafter, the Company will file with the Commission an annual reconciliation statement of the revenues, expenses and resulting over and under recovery for the twelve (12) months beginning February 1 and ending January 31 of the following year, in accordance with 66 Pa. C.S. § 1307(e), by March 1. The Company recovers the net-metered excess generation cost as an expense in the over/under collection within the Company's 1307(e) reconciliation. The reconciliation statement will reconcile actual revenue and actual expense associated with the Company's portion of the FRA. (C)  
(C)

**GENERAL**

The Supply Charges are intended to recover the market costs of providing Default Service to customers in PJM as these costs may change or be redefined from time to time. The Supply Charges shall be calculated using the formula and prices referenced above, but may be revised from time to time, as necessary, to reflect changes in PJM rules and charges. The Company is required to include renewable energy sources as a component of providing POLR service. The Company will pass-through the charges required to comply with the Alternative Energy Portfolio Standards (AEPS) as those compliance requirements change. The formula is illustrative to reflect the charges in the PJM tariff and is subject to change at any time, as PJM rules, charges or market parameters change.

## STANDARD CONTRACT RIDERS - (Continued)

RIDER NO. 21 – NET METERING SERVICE – (Continued)

(Applicable to Rates RS, RH, RA, GS/GM, GMH, GL, GLH and L)

(C)

BILLING PROVISIONS - (Continued)

1. If the Company supplies more kilowatt-hours of electricity than the customer-generator facility feeds back to the Company's system during the billing period, all charges of the appropriate rate schedule shall be applied to the net kilowatt-hours of electricity that the Company supplied. The customer-generator is responsible for the customer charge, demand charge and other applicable charges under the applicable Rate Schedule.
2. For customer-generators involved in virtual meter aggregation programs, a credit shall be applied first to the meter through which the generating facility supplies electricity to the distribution system, then through the remaining meters for the customer-generator's account equally at each meter's designated rate. Virtual meter aggregation is the combination of readings and billing for all meters regardless of rate class on properties owned or leased and operated by a customer-generator by means of the Company's billing process, rather than through physical rewiring of the customer-generator's property for a physical, single point of contact. The customer-generators are responsible for the customer charge, demand charge and other applicable charges under the applicable Rate Schedule.

BILLING PROVISIONS FOR  
ELECTRIC VEHICLE TIME-OF-USE ~~SUPPLY RATE PILOT PROGRAM~~ ("EV -TOU ~~SUPPLY RATE PILOT~~")  
-CUSTOMER GENERATORS

(C)

(Applicable to Rates RS, RH, RA, GS/GM and GMH)

The following billing provisions apply to customer-generators that take service on Rider No 8 – Default Service Supply and are on EV\_-TOU Supply rates.

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1. The EV\_-TOU Supply Rate-customer-generator will receive a credit for each kilowatt-hour received by the Company up to the total amount of electricity delivered to the Customer during the billing period at the full retail rate consistent with Commission regulations. If an EV\_-TOU Supply Rate customer-generator supplies more electricity to the Company than the Company delivers to the customer-generator in a given billing period, the Company will maintain an active record of the excess kilowatt hours produced at the customer-generators premise in a "bank". If an EV\_-TOU Supply Rate customer-generator supplies more electricity to the Company than the Company delivers to the customer-generator in a given billing period, the excess kilowatt hours shall be carried forward and credited against the EV\_-TOU Supply Rate-customer generator's usage in a subsequent billing period at the full retail rate. If, in a subsequent billing period, a customer consumes more electricity than produced, kilowatt-hours will be pulled from the customer's bank on a first in first out basis. Any excess kilowatt hours shall continue to accumulate and credit against usage for the 12 month period ending May 31<sup>st</sup>. On an annual basis, the Company will compensate the customer-generator for kilowatt-hours remaining in the bank on May 31<sup>st</sup>, at the applicable Price To Compare at the time the excess kilowatt-hours were banked. The customer-generator is responsible for the customer charge, demand charge and other applicable charges under the applicable Rate Schedule.

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(C) – Indicates ChangeISSUED: ~~JANUARY 4, 2022XXXXX X, XXXX~~EFFECTIVE: ~~JANUARY 15, 2022XXXXX X, XXXX~~

**STANDARD CONTRACT RIDERS – (Continued)****RIDER NO. 21 – NET METERING SERVICE – (Continued)****(Applicable to Rates RS, RH, RA, GS/GM, GMH, GL, GLH and L)****(C)****BILLING PROVISIONS FOR  
ELECTRIC VEHICLE TIME-OF-USE SUPPLY RATE PILOT PROGRAM (“EV-TOU SUPPLY RATE PILOT”)  
-CUSTOMER GENERATORS – (Continued)****(C)****(C)****(Applicable to Rates RS, RH, RA, GS/GM and GMH)****~~–(Continued)~~****(C)**

1. If the Company supplies more kilowatt-hours of electricity than the customer-generator supplies during the billing period, all charges of the appropriate rate schedule shall be applied to the net kilowatt-hours of electricity that the Company supplied. The customer-generator is responsible for the customer charge, demand charge and other applicable charges under the applicable Rate Schedule.
3. If an eligible customer-generator wishes to no longer be enrolled in the EV\_-TOU Supply Rate Pilot ~~Program~~ and switches to the standard default service supply product, any excess kilowatt hours banked and remaining from the EV\_-TOU Supply period will be used, as applicable, for the remaining portion of the 12 month period ending May 31 and the Company shall compensate for any excess kilowatt hours that are banked at the Price To Compare in effect at the time.

**(C)****(C)****(C)****NET METERING PROVISIONS FOR SHOPPING CUSTOMERS**

1. Customer-generators may take net metering services from EGSs that offer such services.
2. If a net-metering customer takes service from an EGS, the Company will credit the customer for distribution charges for each kilowatt hour produced by the customer-generator, up to the total amount of kilowatt-hours delivered to the customer by the Company during the billing period. If a customer-generator supplies more electricity to the electric distribution system than the Company delivers to the customer-generator in a given billing period, the excess kilowatt hours shall be carried forward and credited against the customer-generator’s usage in subsequent billing periods at the Company’s distribution rates. Any excess kilowatt hours shall continue to accumulate for the 12 month period ending May 31. Any excess kilowatt hours at the end of the 12 month period will not carry over to the next year for distribution charge purposes. The customer-generator is responsible for the customer charge, demand charge and other applicable charges under the applicable Rate Schedule.
3. If the Company delivers more kilowatt-hours of electricity than the customer-generator facility feeds back to the Company’s system during the billing period, all charges of the applicable rate schedule shall be applied to the net kilowatt-hours of electricity that the Company delivered. The customer-generator is responsible for the customer charge, demand charge and other applicable charges under the applicable Rate Schedule.

**(C) – Indicates Change****ISSUED: ~~JANUARY 4, 2022XXXXX X, XXXX~~****EFFECTIVE: ~~JANUARY 15, 2022XXXXX X, XXXX~~**

**STANDARD CONTRACT RIDERS - (Continued)****(C)****RIDER NO. XX – GREEN TARIFF PILOT PROGRAM****Applicable to Rate Schedules RS, RH and RA****PURPOSE**

The Green Tariff Pilot Program (“Green Tariff”) Rider sets forth the eligibility, terms, and conditions applicable to residential customers who elect to participate.

**PILOT DESCRIPTION**

The Green Tariff offers eligible Rider No. 8 – Default Service Supply (“DSS”) customers with an opportunity to procure an additional quantity of zero-carbon Energy Attribute Certificates (EACs) above the amount they already receive through participation in DSS. The additional EACs provided under this Rider will be procured through annual competitive solicitations conducted by Duquesne Light Company (“Duquesne Light” or “Company”) and the Independent Market Monitor. Duquesne Light requires the Green Tariff provider to procure and submit to the Company the additional EACs associated with carbon-free generation located within Pennsylvania, corresponding to seven percent (7%) of the billed usage of all customers subscribed to the Green Tariff. This will adhere to a fixed price, full requirements contract, agreed to at the time of procurement.

**ELIGIBILITY**

The Green Tariff is available for up to 5,000 customers who elect to enroll in the Pilot Program on a first come, first served basis and who (i) are served under Rate Schedules RS, RH, and RA; (ii) receive default service supply from the Company under Rider No. 8 - DSS; and (iii) are not enrolled in the Company’s Customer Assistance Program (“CAP”). To receive the additional quantity of EACs procured under the Green Tariff, customers must affirmatively choose to enroll in the Green Tariff. A customer may choose to unenroll in the Green Tariff at any time in accordance with the switching protocols in Rule No. 45.1.

**GREEN TARIFF CHARGE**

<b><u>Application Period</u></b>	<b><u>Green Tariff Charge - ¢/kWh</u></b>
<u>June 1, 2025, through May 31, 2026</u>	<u>X.XX</u>
<u>June 1, 2026, through May 31, 2027</u>	<u>X.XX</u>
<u>June 1, 2027, through May 31, 2028</u>	<u>X.XX</u>
<u>June 1, 2028, through May 31, 2029</u>	<u>X.XX</u>

The Company provides default service supply under this Rider under the same terms, conditions, and charges as Rider No. 8 - DSS. The charges for the additional zero-carbon purchases (EACs) procured in the Green Tariff are calculated based on the results of a competitive solicitation process held annually for service under this Rider and the Green Tariff Charge will be effective as defined in the above table.

**PROCUREMENT PROCESS**

The Company will conduct a competitive auction solicitation for the additional EACs supplied under the Green Tariff separately from the Company’s default service electricity supply products. The solicitation process for the

**(C) – Indicates Change****ISSUED: XXXXX X, XXXX****EFFECTIVE: XXXX X, XXXX**

**STANDARD CONTRACT RIDERS - (Continued)****(C)****RIDER NO. XX – GREEN TARIFF PILOT PROGRAM – (Continued)****Applicable to Rate Schedules RS, RH and RA****PROCUREMENT PROCESS – (Continued)**

additional EACs will be monitored by an independent third-party evaluator. The winning bidder is responsible for providing EACs sufficient to cover seven percent (7%) of the billed usage of all customers enrolled in the Green Tariff. The winning bidder will be the provider that bids the lowest fixed price per EAC in each solicitation and will be selected to provide the additional EACs. The Company will issue a competitive solicitation prior to the beginning of each Application Period to update the Green Tariff Charge. Solicitations will occur once per year in or around March, resulting in a single annual price for the additional EACs purchased under the Green Tariff for the stated Application Period.

The Company will update the Green Tariff Charge according to the schedule in the above table. The updated Green Tariff Charge will be based on the price from the selected winning bidder through the competitive solicitation process. The new Green Tariff Charge shall be filed with the Commission no less than sixty (60) days prior to the start of the next Application Period.

**CONTINGENCY PLAN**

The Company will not offer (or will discontinue) the Green Tariff during the applicable Application Period in the event it does not receive any bids to supply Green Tariff EACs. If the Green Tariff provider defaults, the Company will provide the balance of the EACs through spot market purchases until such time that a new supplier was selected.

**MONTHLY CHARGE**

The Monthly Charge shall be determined based on the formula described in this section.

$$\text{Monthly Charge} = (7\% * \text{Billed Usage}) * \text{GTC}_{\text{EAC}}$$

Where:

Billed Usage = The billed kilowatt-hour usage of a customer enrolled in the Green Tariff.

GTC = Green Tariff Charge, in units of cents (¢) per kilowatt-hour, to be applied to each additional EAC based on the lowest bid price for the provision of Green Tariff EACs in the competitive solicitation corresponding to the Application Period.

**COST RECOVERY MECHANISM**

The costs of the additional EACs in the Green Tariff will be recovered monthly from participating Green Tariff customers. The costs associated with any Commission-approved Green Tariff administration will be recovered from customers as stated in Rider No. 8 – Default Service Supply. Green Tariff customer bills will include a separate line item equal to the Monthly Charge.

**APPENDIX A – (Continued)**

**TRANSMISSION SERVICE CHARGES – (Continued)**

**(Applicable to All Rates)**

**ANNUAL UPDATE - (Continued)**

**For Rate Schedules AL, SE, SM, SH and PAL:**

The annual revenue requirement and over or under collection shall be allocated to each rate class for cost recovery based on the rate class contribution to the coincident peak load from the previous calendar year. PJM charges that are load based will also be allocated to each rate class for cost recovery based on the rate class contribution to the coincident peak load. PJM charges that are energy based will be billed on a per kWh basis. All such charges will be adjusted for Pennsylvania gross receipts tax. For rate schedules SM, SH and PAL, a kWh charge will be determined to recover the allocated revenue requirement and PJM charges. An equivalent fixed monthly charge will be determined based on the monthly kWh usage applicable for each fixture.

Where:

TSC = Transmission service charge to be applied to all Transmission billing units (either kWh or kW, as indicated.)

RCRR = Projected total revenue requirement and PJM charges established for the computation year of June 1<sup>st</sup> through May 31<sup>st</sup>, corresponding to the PJM planning year. The revenue requirement shall be allocated to the specific rate classes by applying the ratio of the RC1CP to the Duquesne Zone 1CP for the prior year. PJM charges shall be allocated to each rate class on the basis incurred (i.e. 1CP, kW, kWh).

“e” = Total over or under collection calculated by comparing total TSC revenues billed to the specific rate class during the reconciliation year of the twelve month period ending February 28<sup>th</sup> or 29<sup>th</sup> to the total charges billed by PJM under its OATT as approved or accepted by FERC and allocated to the specific rate class based upon its Default Service share of the Duquesne Zone 1CP for the prior year, including applicable interest. Interest shall be computed monthly at the rate provided for in Title 52 Pa. Code §54.190(c), from the month the over collection or under collection occurs to the effective month that the over collection is refunded or the under collection is recouped. The Company recovers the net-metered excess transmission cost as an expense in the over/under collection within the Company’s 1307(e) reconciliation.

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RCSales = Projected kWh sales for the specific rate class for the computation year.

RCDemand = Projected kW billing demand for the specific rate class for the computation year.

RC1CP = Rate Class load coincident with the peak hour of the peak day of the Duquesne Zone during the calendar year prior to the computation year.

T = The total Pennsylvania Gross Receipts Tax rate in effect during the billing month, expressed in decimal form.

**(C) – Indicates Change**

**ISSUED: ~~OCTOBER 1, 2019~~XXXXX X, XXXX**

**EFFECTIVE: ~~DECEMBER 2, 2019~~XXXXX X, XXXX**

EXHIBIT NO. DBO-7

SUPPLEMENT NO. XX  
TO ELECTRIC – PA. P.U.C. NO. 3S

# DUQUESNE LIGHT COMPANY

## ELECTRIC GENERATION SUPPLIER COORDINATION TARIFF

Issued By

**DUQUESNE LIGHT COMPANY**

411 Seventh Avenue  
Pittsburgh, PA 15219

**Kevin E. Walker**  
**President and Chief Executive Officer**

**Issued: XXXXX X, XXXX**

**Effective: XXXX X, XXXX**

Issued pursuant to the Commission's Order  
entered XXXXXXXX XX, XXXX, at Docket No. P-2024-XXXXXX.

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# NOTICE

**THIS TARIFF SUPPLEMENT UPDATES LANGUAGE IN AN EXISTING RULE AND RIDER**

**See Page Two**

LIST OF MODIFICATIONS MADE BY THIS TARIFF

CHANGES

**Rule No. 12.1.7 Purchase of EGS Receivables (POR) Program**

**Xxxxx Revised Page No. 30A  
Cancelling Xxxxx Revised Page No. 30A**

The POR Program dates defined in Rule No. 12.1.7 have been updated to reflect the DSP X filing.

**Standard Offer Program ("SOP") Cost Recovery Rider**

**Xxxxx Revised Page No. 42B  
Cancelling Xxxxx Revised Page No. 42B**

Language has been modified to reflect SOP implementation and subsequent filings, including the docket number for the DSP X filing.

Language has been added to reflect the link where the SOP's rules and documentation may be found on the Company's website.

**RULES AND REGULATIONS - (Continued)**

**12. PAYMENT AND BILLING – (Continued)**

**12.1.7 PURCHASE OF EGS RECEIVABLES (POR) PROGRAM** Duquesne will purchase the accounts receivable, without recourse, associated with EGS sales of retail electric commodity, composed of generation and transmission services, to residential customers and commercial and industrial (“C&I”) customers with monthly metered demand less than 300 kW within Duquesne’s service territory. Eligible customers are those customers taking delivery service under the Company’s retail tariff Rate RS, RH, RA, GS/GM and GMH, and who purchase their electric commodity requirements from the EGS through consolidated billing with the Company. Upon request, an EGS shall provide a written certification to Duquesne that the EGS is providing only basic electric supply to residential customers billed through consolidated billing with the Company. Commercial and industrial customers will be separated into two categories for purposes of the Purchase Price Discount discussed in Section 12.1.7.2. Small C&I customers will be those customers with monthly metered demand less than 25 kW and Medium C&I customers will be those customers with monthly metered demand equal to or greater than 25 kW. The classification of customers as less than or equal to or greater than 25 kW is discussed in detail in the Company’s retail tariff Rate GS/GM and Rate GMH. Under the POR program, Duquesne will reimburse EGSs for their customer billings regardless of whether Duquesne receives payment from the customer, subject to the limitations set forth below. Duquesne will seek to recover the EGS receivables from EGS customers consistent with Duquesne’s existing collection procedures for recovery of billings to default service customers, and incur any uncollectible costs related to billings for EGSs. The term of the POR program defined herein will become effective June 1, 2025, and will remain in effect as described and will terminate on May 31, 2029.

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**12.1.7.1 ELIGIBILITY REQUIREMENTS** EGSs that choose Duquesne’s consolidated billing option for all or a portion of their eligible customer accounts will be required to sell their accounts receivable to Duquesne for those customers for whom Duquesne issues a consolidated bill. (EGSs may continue to issue their own bills through Dual Billing for commodity service, for all or a portion of their customers, but will not be eligible to participate in the POR program for those customers that receive Dual Billing.) EGSs may choose to participate in the POR program with consolidated billing at any time during the term of the POR program as long as the EGS does not remove customer accounts from consolidated billing. A customer whose service is terminated or who voluntarily switches from the EGS’ service to another generation provider is not considered to have been removed by the EGS from consolidated billing and the POR program.

EGSs participating in this POR program will agree not to reject for enrollment a new customer covered by the program based on credit-related issues. Any customer who wishes to be served by an EGS participating in the POR program will be accepted by the EGS if that EGS is actively serving the rate class to which that customer belongs.

**12.1.7.2 PURCHASE PRICE DISCOUNT** Participating EGSs’ applicable electric commodity receivables will be purchased at a discount. The discount rate will be 0.10% for incremental, ongoing operating and administrative expenses associated with the POR Program related to these customers.

(C) – Indicates Change

## STANDARD OFFER PROGRAM COST RECOVERY

### BACKGROUND

In compliance with Commission Order dated July 16, 2013, at Docket No. P-2012-2301664, the Company implemented a Standard Offer Program ("SOP"). Since implementation, Duquesne has continuously offered an SOP as provided for at Docket No. P-2014-2418242, Docket No. P-2020-3019522, and Docket No. P-2024-XXXXXXX.

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Under the SOP, EGSs can submit applications agreeing to become SOP Suppliers and provide a Standard Offer that is a fixed price product seven percent (7%) lower than Duquesne Light's Price to Compare ("PTC"), in effect at the time of the offer, for a twelve-month (12-month) period.

Complete SOP rules and documentation may be found at <https://duquesnelight.com/working-with-us/electric-generation-suppliers>.

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### SUPPLIER CHARGES

As approved by the Commission in the proceeding at Docket No. P-2020-3019522, the Company will charge each SOP Supplier a Customer Acquisition Fee that will be applied to the number of referrals submitted by Duquesne Light and/or its vendor to the SOP Supplier.

### CUSTOMER ACQUISITION FEE

The Customer Acquisition Fee for each referral submitted will be \$30.00.

### BILLING AND PAYMENT

The Company will bill the participating SOP Suppliers on a monthly basis. All charges are due and payable within 30 days. There are two methods of payment:

A check made payable to Duquesne Light Company and mailed to:

Duquesne Light Company  
Attn: Supplier Service Center  
411 Seventh Avenue  
14<sup>th</sup> Floor, MD 14-1  
Pittsburgh, PA 15219

or through a wire/ACH transfer per Company instructions.

If an SOP Supplier fails to make the required payment, Duquesne Light may reduce the amount due to that SOP Supplier from that SOP Supplier's next Purchase of Receivable ("POR") payment by the SOP amount due (but not from amounts that are subject to a bona fide POR payment dispute).

(C) – Indicates Change

**EXHIBIT NO. DBO-8**

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SUPPLEMENT NO. **XX29**  
TO ELECTRIC – PA. P.U.C. NO. 3S

# **DUQUESNE LIGHT COMPANY**

## **ELECTRIC GENERATION SUPPLIER COORDINATION TARIFF**

Issued By

**DUQUESNE LIGHT COMPANY**

411 Seventh Avenue  
Pittsburgh, PA 15219

**Kevin E. Walker**  
**President and Chief Executive Officer**

**Issued: ~~June 7, 2021~~XXXXX X, XXXX**

**Effective: ~~June 17, 2021~~XXXX X, XXXX**

Issued pursuant to the Commission's Order  
entered XXXXXXXX XX, XXXX, at Docket No. P-2024-XXXXXX.

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# **NOTICE**

**~~THIS TARIFF SUPPLEMENT UPDATES LANGUAGE IN AN EXISTING RULE AND RIDER  
THIS TARIFF SUPPLEMENT UPDATES THE NAME OF THE COMPANY'S PRESIDENT AND  
CHIEF EXECUTIVE OFFICER ON THIS TITLE PAGE, REMOVES LIST OF MODIFICATIONS PAGES  
NO. 2A THROUGH 2G AND UPDATES THE TABLE OF CONTENTS~~**

**See Page Two**

LIST OF MODIFICATIONS MADE BY THIS TARIFF

CHANGES

Rule No. 12.1.7 Purchase of EGS Receivables (POR) Program Xxxxx Revised Page No. 30A  
Cancelling Xxxxx Revised Page No. 30A

The POR Program dates defined in Rule No. 12.1.7 have been updated to reflect the DSP X filing.

Standard Offer Program ("SOP") Cost Recovery Rider Xxxxx Revised Page No. 42B  
Cancelling Xxxxx Revised Page No. 42B

Language has been modified to reflect SOP implementation and subsequent filings, including the docket number for the DSP X filing.

Language has been added to reflect the link where the SOP's rules and documentation may be found on the Company's website.

**RULES AND REGULATIONS - (Continued)**

**12. PAYMENT AND BILLING – (Continued)**

**12.1.7 PURCHASE OF EGS RECEIVABLES (POR) PROGRAM** Duquesne will purchase the accounts receivable, without recourse, associated with EGS sales of retail electric commodity, composed of generation and transmission services, to residential customers and commercial and industrial (“C&I”) customers with monthly metered demand less than 300 kW within Duquesne’s service territory. Eligible customers are those customers taking delivery service under the Company’s retail tariff Rate RS, RH, RA, GS/GM and GMH, and who purchase their electric commodity requirements from the EGS through consolidated billing with the Company. Upon request, an EGS shall provide a written certification to Duquesne that the EGS is providing only basic electric supply to residential customers billed through consolidated billing with the Company. Commercial and industrial customers will be separated into two categories for purposes of the Purchase Price Discount discussed in Section 12.1.7.2. Small C&I customers will be those customers with monthly metered demand less than 25 kW and Medium C&I customers will be those customers with monthly metered demand equal to or greater than 25 kW. The classification of customers as less than or equal to or greater than 25 kW is discussed in detail in the Company’s retail tariff Rate GS/GM and Rate GMH. Under the POR program, Duquesne will reimburse EGSs for their customer billings regardless of whether Duquesne receives payment from the customer, subject to the limitations set forth below. Duquesne will seek to recover the EGS receivables from EGS customers consistent with Duquesne’s existing collection procedures for recovery of billings to default service customers, and incur any uncollectible costs related to billings for EGSs. The term of the POR program defined herein will become effective June 1, ~~2021-2025~~, and will remain in effect as described and will terminate on May 31, ~~2025-2029~~.

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**12.1.7.1 ELIGIBILITY REQUIREMENTS** EGSs that choose Duquesne’s consolidated billing option for all or a portion of their eligible customer accounts will be required to sell their accounts receivable to Duquesne for those customers for whom Duquesne issues a consolidated bill. (EGSs may continue to issue their own bills through Dual Billing for commodity service, for all or a portion of their customers, but will not be eligible to participate in the POR program for those customers that receive Dual Billing.) EGSs may choose to participate in the POR program with consolidated billing at any time during the term of the POR program as long as the EGS does not remove customer accounts from consolidated billing. A customer whose service is terminated or who voluntarily switches from the EGS’ service to another generation provider is not considered to have been removed by the EGS from consolidated billing and the POR program.

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EGSs participating in this POR program will agree not to reject for enrollment a new customer covered by the program based on credit-related issues. Any customer who wishes to be served by an EGS participating in the POR program will be accepted by the EGS if that EGS is actively serving the rate class to which that customer belongs.

**12.1.7.2 PURCHASE PRICE DISCOUNT** Participating EGSs’ applicable electric commodity receivables will be purchased at a discount. The discount rate will be 0.10% for incremental, ongoing operating and administrative expenses associated with the POR Program related to these customers.

(G)

**(C) – Indicates Change**

## STANDARD OFFER PROGRAM COST RECOVERY

### BACKGROUND

In compliance with Commission Order dated July 16, 2013, at Docket No. P-2012-2301664, the Company implemented a Standard Offer Program ("SOP"). Since implementation, Duquesne has continuously offered an SOP as provided for at Docket No. P-2014-2418242, Docket No. P-2020-3019522, and Docket No. P-2024-XXXXXXX. The Company's Standard Offer Program ("SOP") is implemented pursuant to Commission Order entered January 14, 2021, at Docket No. P-2020-3019522. (C)  
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Under the SOP, EGSs can submit applications agreeing to become SOP Suppliers and provide a Standard Offer that is a fixed price product seven percent (7%) lower than Duquesne Light's Price to Compare ("PTC"), in effect at the time of the offer, for a twelve-month (12-month) period.

Complete SOP rules and documentation may be found at <https://duquesnelight.com/working-with-us/electric-generation-suppliers>. (C)

### SUPPLIER CHARGES

As approved by the Commission in the proceeding at Docket No. P-2020-3019522, the Company will charge each SOP Supplier a Customer Acquisition Fee that will be applied to the number of referrals submitted by Duquesne Light and/or its vendor to the SOP Supplier.

### CUSTOMER ACQUISITION FEE

The Customer Acquisition Fee for each referral submitted will be \$30.00.

### BILLING AND PAYMENT

The Company will bill the participating SOP Suppliers on a monthly basis. All charges are due and payable within 30 days. There are two methods of payment:

A check made payable to Duquesne Light Company and mailed to:

Duquesne Light Company  
Attn: Supplier Service Center  
411 Seventh Avenue  
14<sup>th</sup> Floor, MD 14-1  
Pittsburgh, PA 15219

or through a wire/ACH transfer per Company instructions.

If an SOP Supplier fails to make the required payment, Duquesne Light may reduce the amount due to that SOP Supplier from that SOP Supplier's next Purchase of Receivable ("POR") payment by the SOP amount due (but not from amounts that are subject to a bona fide POR payment dispute).

**(C) – Indicates Change**