



# 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

**Mark E. Kaplan**

**Interim President and Chief Executive Officer**

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Issued in compliance with  
Commission Order dated January 14, 2021, at Docket No. P-2020-3019522.

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## NOTICE

**THIS TARIFF SUPPLEMENT ADDS PAGES, UPDATES THE TABLE OF CONTENTS, MODIFIES AN EXISTING RULE, MODIFIES EXISTING RIDERS, ADDS NEW RATES TO AN EXISTING RIDER, INCREASES AND DECREASES RATES WITHIN EXISTING RIDERS AND UPDATES THE RATE FACTOR TABLES WITHIN AN EXISTING RIDER**

**See Page Two**

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**LIST OF MODIFICATIONS MADE BY THIS TARIFF****CHANGES****List of Modifications Made By This Tariff****Original Page No. 2A through Original Page No. 2G**

Original Page No. 2A through Original Page No. 2G have been added to Tariff No. 25 to accommodate the List of Modifications.

Original Page No. 98A has been added to Rider No. 8 – Default Service Supply and therefore to Tariff No. 25

Original Page No. 104A has been added to Rider No. 8 – Default Service Supply and therefore to Tariff No. 25.

Original Page No. 136A has been added to Rider No 21 – Net Metering Service and therefore to Tariff No. 25.

**Table of Contents****Second Revised Page No. 3  
Cancelling First Revised Page No. 3**

Original Page No. 136A has been added to Rider No. 21 – Net Metering Service and to the Table of Contents in Tariff No. 25.

**Rule No. 18.1 Electric Vehicle Charging****First Revised Page No. 26  
Cancelling Original Page No. 26**

Language has been added to provide clarity for purposes of defining electric vehicles as described in Rule No. 18.1.

**Rider No. 8 – Default Service Supply****Third Revised Page No. 98  
Cancelling Second Revised Page No. 98**

Language has been updated to remove “a request for proposal” and replace it with “competitive auctions” to reflect current business practice.

**Rider No. 8 – Default Service Supply****Third Revised Page No. 98  
Cancelling Second Revised Page No. 98**

Eligibility language has been added regarding the Company’s proposed Electric Vehicle Time-of-Use Pilot Program (“EV-TOU”).

**Rider No. 8 – Default Service Supply****Third Revised Page No. 98  
Cancelling Second Revised Page No. 98**

The Residential (Rate Schedules RS, RH and RA) Table has been modified to update the application periods (June 1, 2021, through May 31, 2025) under the approved four-year default service plan.

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

The Residential (Rate Schedules RS, RH and RA) Table has been modified to include an “Electric Vehicle Time-of-Use Pilot Program” section.

A footnote has been added to describe the proposed Electric Vehicle Time-of-Use Pilot Program (“EV-TOU”).

**Rider No. 8 – Default Service Supply****Third Revised Page No. 98  
Cancelling Second Revised Page No. 98**

Electric Vehicle Time-of-Use supply rates have been added into the “Electric Vehicle Time-of-Use Pilot Program” section of the Residential (Rate Schedules RS, RH and RA) Table.

**Rider No. 8 – Default Service Supply****Third Revised Page No. 98  
Cancelling Second Revised Page No. 98**

The Small C&I with monthly metered demand less than 25 kW (Rate Schedules GS/GM, GMH and UMS) Table has been moved from Original Page No. 98 to Original Page No. 98A to accommodate the addition of the eligibility language regarding the Company’s approved Electric Vehicle Time-of-Use Pilot Program (“EV-TOU”).

**Rider No. 8 – Default Service Supply****Original Page No. 98A**

The Small C&I with monthly metered demand less than 25 kW (Rate Schedules GS/GM, GMH and UMS) Table has been moved to Original Page No. 98A from Original Page No. 98 to accommodate the addition of the eligibility language regarding the Company’s approved Electric Vehicle Time-of-Use Pilot Program (“EV-TOU”).

**Rider No. 8 – Default Service Supply****Original Page No. 98A**

The Small C&I with monthly metered demand less than 25 kW (Rate Schedules GS/GM, GMH and UMS) Table has been modified to update the application periods (June 1, 2021, through May 31, 2025) under the approved four-year default service plan.

**Rider No. 8 – Default Service Supply****Original Page No. 98A**

The Small C&I with monthly metered demand less than 25 kW (Rate Schedules GS/GM, GMH and UMS) Table has been modified to include an “Electric Vehicle Time-of-Use Pilot Program” section applicable to Rate Schedules GS/GM and GMH.

Footnotes have been added to describe the approved Electric Vehicle Time-of-Use Pilot Program (“EV-TOU”).

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

Electric Vehicle Time-of-Use supply rates have been added into the “Electric Vehicle Time-of-Use Pilot Program” section of the Small C&I with monthly metered demand less than 25 kW (Rate Schedules GS/GM and GMH) Table.

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

The Medium C&I with monthly metered demand equal to or greater than 25 kW (Rates Schedules GS/GM and GMH) and Lighting (Rate Schedules AL and SE) Tables have been modified to update the application periods (June 1, 2021, through May 31, 2025) under the approved four-year default service plan.

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

The Medium C&I with monthly metered demand equal to or greater than 25 kW (Rates Schedules GS/GM and GMH) Table has been modified to include an “Electric Vehicle Time-of-Use Pilot Program” section.

A footnote has been added to describe the approved Electric Vehicle Time-of-Use Pilot Program (“EV-TOU”).

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

Electric Vehicle Time-of-Use supply rates have been added into the “Electric Vehicle Time-of-Use Pilot Program” section of the Medium C&I with monthly metered demand equal to or greater than 25 kW (Rates Schedules GS/GM and GMH) Table.

**Rider No. 8 – Default Service Supply****First Revised Page No. 100  
Cancelling Original Page No. 100****Rider No. 8 – Default Service Supply****Third Revised Page No. 101  
Cancelling Second Revised Page No. 101**

The Lighting (Rate Schedules SM, SH and PAL) Tables have been modified to update the application periods (June 1, 2021, through May 31, 2025) under the approved four-year default service plan.

**Rider No. 8 – Default Service Supply****First Revised Page No. 102  
Cancelling Original Page No. 102**

Language has been updated to remove “Request for Proposal” and “RFP” and replace it with “competitive auction” to reflect current business practice.

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**LIST OF MODIFICATIONS MADE BY THIS TARIFF****CHANGES****Rider No. 8 – Default Service Supply****First Revised Page No. 102  
Cancelling Original Page No. 102**

Language has been updated to remove “up to 27 MW” and replace it with “for a portion” to reflect the approved default service plan.

**Rider No. 8 – Default Service Supply****First Revised Page No. 103  
Cancelling Original Page No. 103**

Symbols in the formula and the correlating formula detail have been modified to reflect current business practice. “CA” (Competitive Auction) has replaced “RFP” (Request for Proposal).

**Rider No. 8 – Default Service Supply****First Revised Page No. 103  
Cancelling Original Page No. 103**

DSS<sub>b</sub>/S has been added to the formula to denote the breakout of these costs which were previously recovered in DSS<sub>a</sub>.

**Rider No. 8 – Default Service Supply****First Revised Page No. 103  
Cancelling Original Page No. 103**

Language previously in the formula detail for DSS<sub>a</sub> has been moved to its own symbol, DSS<sub>b</sub>, and now resides on First Revised Page No. 104.

**Rider No. 8 – Default Service Supply****First Revised Page No. 103  
Cancelling Original Page No. 103**

The docket number has been updated in “DSS<sub>a</sub>” to reflect that the Company will recover these costs over the default service plan period as defined in the Commission’s order at Docket No. P-2020-3019522.

**Rider No. 8 – Default Service Supply****First Revised Page No. 104  
Cancelling Original Page No. 104**

Language previously in the formula detail for DSS<sub>a</sub> on Original Page No. 103 has been moved to its own symbol, DSS<sub>b</sub>, and now resides on First Revised Page No. 104.

**Rider No. 8 – Default Service Supply****First Revised Page No. 104  
Cancelling Original Page No. 104**

In the formula detail for “E,” language has been revised to correct the obsolete reconciliation time periods and Pennsylvania Code reference. These changes are errata to conform to the Commission’s Order entered December 22, 2016, in the Company’s DSP VIII proceeding at Docket No. P-2016-2543140.

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

In the formula detail for “F,” language has been revised to reflect that updates to the Rate Factors for the residential and lighting customer groups will occur annually when DSS rates are updated to become effective June 1st of each year.

In the formula detail for “F,” language has been updated to remove “RFP” and replace it with “competitive auction” to reflect current business practice.

**Rider No. 8 – Default Service Supply****First Revised Page No. 104  
Cancelling Original Page No. 104**

The Rate Factor Application Period and Adjustment Table has been modified to reflect the approved default service period.

**Rider No. 8 – Default Service Supply****First Revised Page No. 104  
Cancelling Original Page No. 104**

The Rate Factor Table for the Residential and Lighting customer groups has been updated for the Application Period June 1, 2021, through May 31, 2022.

**Rider No. 8 – Default Service Supply****Original Page No. 104A**

Original Page No. 104A has been added to Rider No. 8 – Default Service Supply to accommodate the Calculation of Rate – Electric Vehicle Time-of-Use Pilot Program section as well as the formula for the calculation, the formula detail and the Rate Factors Table.

**Rider No. 8 – Default Service Supply****Original Page No. 104A**

The Electric Vehicle Time-of-Use Rate Factors Table for the Residential (RS, RH, RA), Small C&I (GS, GM<25, GMH<25; excluding UMS) and Medium C&I (GM & GMH ≥ 25kW < 200 kW) customer groups has been updated for the Application Period June 1, 2021, through May 31, 2022.

**Rider No. 8 – Default Service Supply****First Revised Page No. 105  
Cancelling Original Page No. 105**

Language has been added under the “Annual Reconciliation” section denoting how over/under collections will be calculated in regard to the approved EV-TOU Pilot Program.

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

Language has been removed under the “Miscellaneous” section pertaining to a TOU pilot program that has concluded.

**Rider No. 9 – Day-Ahead Hourly Price Service****First Revised Page No. 106  
Cancelling Original Page No. 106**

Language has been updated to remove “request for proposal” and “RFP” and replace it with “competitive auction” to reflect current business practice.

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

The docket number has been updated in “FRA” to reflect that the Company will recover these costs over the default service plan period as defined in the Commission’s order at Docket No. P-2020-3019522.

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

A “Fixed Retail Administrative Charge” (“FRA”) Table has been modified to update the application periods (June 1, 2021, through May 31, 2025) under the approved four-year default service plan.

**Rider No. 9 – Day-Ahead Hourly Price Service****First Revised Page No. 109  
Cancelling Original Page No. 109**

Language in the Procurement Process section has been updated to remove “request for proposal (“RFP”)” and replace it with “auction” to reflect current business practice.

**Rider No. 21 – Net Metering Service****First Revised Page No. 135  
Cancelling Original Page No. 135****First Revised Page No. 136  
Cancelling Original Page No. 136**

Language has been added to Rider No. 21 – Net Metering Service to provide the Billing Provisions for Electric Vehicle Time-of-Use Pilot Program (“EV-TOU”) Customer Generators.

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**LIST OF MODIFICATIONS MADE BY THIS TARIFF****CHANGES****Rider No. 21 – Net Metering Service****First Revised Page No. 135  
Cancelling Original Page No. 135****First Revised Page No. 136  
Cancelling Original Page No. 136**

Language in Rider No. 21 – Net Metering Service providing the Net Metering Provisions for Shopping Customers that was previously on Original Page No. 135 has been moved to the middle of First Revised Page No. 136 to accommodate the addition of language for Billing Provisions for Electric Vehicle Time-of-Use Pilot Program (“EV-TOU”) Customer Generators.

**Rider No. 21 – Net Metering Service****Original Page No. 136A**

Original Page No. 136A has been added to Rider No. 21 – Net Metering Service to provide for the addition and movement of language.

**Rider No. 21 – Net Metering Service****Original Page No. 136A**

The Net Metering Provisions for Shopping Customers, Application, Minimum Charge and Riders sections of Rider No. 21 – Net Metering Service that were previously on Original Page No. 136 have been moved to Original Page No. 136A.

**INCREASES****Rider No. 8 – Default Service Supply****Third Revised Page No. 98  
Cancelling Second Revised Page No. 98****Rider No. 8 – Default Service Supply****Original Page No. 98A****Rider No. 8 – Default Service Supply****Sixth Revised Page No. 99  
Cancelling Fifth Revised Page No. 99**

The supply charge for Residential customers has increased from 5.1994 ¢/kWh to 5.4595 ¢/kWh for the Application Period June 1, 2021, through November 30, 2021.

The supply charge for Small Commercial & Industrial customers has increased from 5.0497 ¢/kWh to 5.2649 ¢/kWh for the Application Period June 1, 2021, through November 30, 2021.

The supply charge for Medium Commercial & Industrial customers has increased from 4.2487 ¢/kWh to 5.2045 ¢/kWh for the Application Period June 1, 2021 through August 31, 2021.



LIST OF MODIFICATIONS MADE BY THIS TARIFF

INCREASES

**Rider No. 9 – Day-Ahead Hourly Price Service**

**Second Revised Page No. 108  
Cancelling First Revised Page No. 108**

The Fixed Retail Administrative Charge (“FRA”) has increased from \$2.96 MWH to \$3.60 MWH for the Application Period June 1, 2021, through May 31, 2022.

DECREASES

**Rider No. 8 – Default Service Supply**

**Sixth Revised Page No. 99  
Cancelling Fifth Revised Page No. 99**

**Rider No. 8 – Default Service Supply**

**First Revised Page No. 100  
Cancelling Original Page No. 100**

The supply charge for Lighting customers has decreased from 3.1067 ¢/kWh to 3.0953 ¢/kWh for the Application Period June 1, 2021, through November 30, 2021.

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**RULES AND REGULATIONS - (Continued)****MEASUREMENT AND USE OF SERVICE - (Continued)**

**17. FLUCTUATIONS AND UNBALANCES** The customer's use of electric service shall not cause fluctuating loads or unbalanced loads of sufficient magnitude to impair the service to other customers or to interfere with the proper operation of the Company's facilities. The Company may require the customer to make such changes in his equipment or use thereof, or to install such corrective equipment, as may be necessary to eliminate fluctuating or unbalanced loads; or, where the disturbances caused thereby may be eliminated more economically by changes in or additions to the Company's facilities, the Company will, at the request of the customer, provide the necessary corrective facilities at a reasonable charge. Payment will be made in full in advance for supplying special equipment installed under this Rule.

**18. REDISTRIBUTION** All electric energy shall be consumed by the customer to whom the Company supplies and delivers such energy, except that (1) the customer owning and operating a separate office building, and (2) any other customer who, upon showing that special circumstances exist, obtains the written consent of the Company may redistribute electric energy to tenants of such customer, but only if such tenants are not required to make a specific payment for such energy.

This Rule shall not affect any practice undertaken prior to June 1, 1965. See Rule No. 41 for special requirements for residential dwelling units in a building.

**18.1 ELECTRIC VEHICLE CHARGING** Electricity sales by a person, corporation or other entity, not a public utility, owning and operating an electric vehicle charging facility for the sole purpose of recharging an electric vehicle battery for compensation are not construed to be sales to residential consumers and therefore do not fall under the pricing requirements of 66 Pa.C.S. § 1313. Further, for purposes of third party-owned electric vehicle charging stations, charging the electric vehicle shall not be considered redistribution as defined in Rule No. 18 - Redistribution. For the purposes of this Rule No. 18.1, electric vehicles are defined as any vehicle licensed to operate on public roadways that are propelled in whole or in part by electrical energy stored on-board for the purpose of propulsion. Types of electric vehicles include, but are not limited to, plug-in hybrid electric vehicles and battery electric vehicles. Electric vehicle charging stations shall be made in accordance with the Company's "Electric Service Installation Rules," a copy of which may be found at [www.duquesnelight.com](http://www.duquesnelight.com). The station must be designed to protect for back flow of electricity to the Company's electrical distribution circuit as required by Company rules. The Company shall not be liable for any damages associated with operation of the charging station. For stations dedicated solely for the purpose of charging electric vehicles wherein a third party owns the charger and allows an electric vehicle owner to use their facility to charge an electric vehicle, the owner of the charging facility shall notify the Company at least one hundred twenty (120) days in advance of the planned installation date and may be required to install metering for the station as determined by the Company. The third party owner of the station shall be responsible for all applicable Tariff rates, fees and charges. For such installations, the electric vehicle owner shall be responsible for all fees imposed by the owner of the station for charging the electric vehicle.

(C)

**19. CONTINUITY AND SAFETY** The Company will use all reasonable care to provide safe and continuous delivery of electricity but shall not be liable for any damages arising through interruption of the delivery of electricity or for injury to persons or property resulting from the use of the electricity delivered.

**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. (C)

Eligible customers may elect to enroll in the Company’s Electric Vehicle Time-of-Use Pilot Program (“EV-TOU”). The Electric Vehicle Time-of-Use Pilot Program is available to customers that (i) are served under Rate Schedules RS, RH, RA, GS/GM, or GMH; (ii) own or lease a highway-capable plug-in battery electric vehicle or plug-in hybrid electric vehicle, 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; (iv) have not de-enrolled from the Electric Vehicle Time-of-Use Pilot Program, for any reason, within the last twelve (12) months; and (v) comply with any other applicable Electric Vehicle Time-of-Use Pilot Program rules established at Docket No. P-2020-3019522 or subsequent proceeding. Customers enrolled in the Electric Vehicle Time-of-Use Pilot Program will be moved to the applicable Electric Vehicle Time-of-Use Pilot Program supply rate. (C)

**DEFAULT SERVICE SUPPLY RATE**

**Residential**

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

<u>Application Period</u>	<u>Supply Charge - ¢/kWh</u>	<b>Electric Vehicle Time-of Use Pilot Program<sup>(1)</sup></b>		
		<u>Supply Charge - ¢/kWh</u>		
		<b>Peak</b>	<b>Off-Peak</b>	<b>Super Off-Peak</b>
June 1, 2021 through November 30, 2021	5.4595	9.0063	3.5396	2.5610
December 1, 2021 through May 31, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2022 through November 30, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2022 through May 31, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2023 through November 30, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2023 through May 31, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2024 through November 30, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2024 through May 31, 2025	X.XXXX	X.XXXX	X.XXXX	X.XXXX

<sup>(1)</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) – Indicates Change**

**(I) – Indicates Increase**

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)

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>)

(C)

Application Period	Supply Charge - ¢/kWh	Rate Schedules GS/GM and GMH Electric Vehicle Time-of Use Pilot Program <sup>(2)</sup>		
		Supply Charge - ¢/kWh		
		Peak	Off-Peak	Super Off-Peak
June 1, 2021 through November 30, 2021	5.2649	8.3225	3.7053	2.6448
December 1, 2021 through May 31, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2022 through November 30, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2022 through May 31, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2023 through November 30, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2023 through May 31, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2024 through November 30, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2024 through May 31, 2025	X.XXXX	X.XXXX	X.XXXX	X.XXXX

(I) (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.

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 Pilot Program<sup>(1)</sup></u>		
		<u>Supply Charge - ¢/kWh</u>		
		Peak	Off-Peak	Super Off-Peak
June 1, 2021 through August 31, 2021	5.2045	8.3911	3.7188	2.6492
September 1, 2021 through November 30, 2021	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2021 through February 28, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
March 1, 2022 through May 31, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2022 through August 31, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
September 1, 2022 through November 30, 2022	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2022 through February 28, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
March 1, 2023 through May 31, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2023 through August 31, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
September 1, 2023 through November 30, 2023	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2023 through February 29, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
March 1, 2024 through May 31, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
June 1, 2024 through August 31, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
September 1, 2024 through November 30, 2024	X.XXXX	X.XXXX	X.XXXX	X.XXXX
December 1, 2024 through February 28, 2025	X.XXXX	X.XXXX	X.XXXX	X.XXXX
March 1, 2025 through May 31, 2025	X.XXXX	X.XXXX	X.XXXX	X.XXXX

<sup>(1)</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.

Lighting

(Rate Schedules AL and SE)

<u>Application Period</u>	<u>Supply Charge - ¢/kWh</u>
June 1, 2021 through November 30, 2021	3.0953
December 1, 2021 through May 31, 2022	X.XXXX
June 1, 2022 through November 30, 2022	X.XXXX
December 1, 2022 through May 31, 2023	X.XXXX
June 1, 2023 through November 30, 2023	X.XXXX
December 1, 2023 through May 31, 2024	X.XXXX
June 1, 2024 through November 30, 2024	X.XXXX
December 1, 2024 through May 31, 2025	X.XXXX

(C) – Indicates Change

(I) – Indicates Increase

(D) – Indicates Decrease

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					
		06/01/2021 through 11/30/2021	12/01/2021 through 05/31/2022	06/01/2022 through 11/30/2022	12/01/2022 through 05/31/2023	06/01/2023 through 11/30/2023	12/01/2023 through 05/31/2023
<b>Supply Charge ¢ per kWh</b>		3.0953	X.XXXX	X.XXXX	X.XXXX	X.XXXX	X.XXXX
<b>Fixture Charge — \$ per Month</b>							
<b>Mercury Vapor</b>							
100	44	1.36	X.XX	X.XX	X.XX	X.XX	X.XX
175	74	2.29	X.XX	X.XX	X.XX	X.XX	X.XX
250	102	3.16	X.XX	X.XX	X.XX	X.XX	X.XX
400	161	4.98	X.XX	X.XX	X.XX	X.XX	X.XX
1000	386	11.95	X.XX	X.XX	X.XX	X.XX	X.XX
<b>High Pressure Sodium</b>							
70	29	0.90	X.XX	X.XX	X.XX	X.XX	X.XX
100	50	1.55	X.XX	X.XX	X.XX	X.XX	X.XX
150	71	2.20	X.XX	X.XX	X.XX	X.XX	X.XX
200	95	2.94	X.XX	X.XX	X.XX	X.XX	X.XX
250	110	3.40	X.XX	X.XX	X.XX	X.XX	X.XX
400	170	5.26	X.XX	X.XX	X.XX	X.XX	X.XX
1000	387	11.98	X.XX	X.XX	X.XX	X.XX	X.XX
<b>Flood Lighting - Unmetered</b>							
70	29	0.90	X.XX	X.XX	X.XX	X.XX	X.XX
100	46	1.42	X.XX	X.XX	X.XX	X.XX	X.XX
150	67	2.07	X.XX	X.XX	X.XX	X.XX	X.XX
250	100	3.10	X.XX	X.XX	X.XX	X.XX	X.XX
400	155	4.80	X.XX	X.XX	X.XX	X.XX	X.XX
<b>Light-Emitting Diode (LED) — Cobra Head</b>							
45	16	0.50	X.XX	X.XX	X.XX	X.XX	X.XX
60	21	0.65	X.XX	X.XX	X.XX	X.XX	X.XX
95	34	1.05	X.XX	X.XX	X.XX	X.XX	X.XX
139	49	1.52	X.XX	X.XX	X.XX	X.XX	X.XX
219	77	2.38	X.XX	X.XX	X.XX	X.XX	X.XX
275	97	3.00	X.XX	X.XX	X.XX	X.XX	X.XX
<b>Light-Emitting Diode (LED) — Colonial</b>							
48	17	0.53	X.XX	X.XX	X.XX	X.XX	X.XX
83	29	0.90	X.XX	X.XX	X.XX	X.XX	X.XX
<b>Light-Emitting Diode (LED) — Contemporary</b>							
47	17	0.53	X.XX	X.XX	X.XX	X.XX	X.XX
62	22	0.68	X.XX	X.XX	X.XX	X.XX	X.XX

(C) – Indicates Change

(D) – Indicates Decrease

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.

Wattage	Nominal kWh Energy Usage per Unit per Month	Application Period			
		06/01/2023 through 11/30/2023	12/01/2023 through 05/31/2024	06/01/2024 through 11/30/2024	12/01/2024 through 05/31/2025
<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>					
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
275	97	X.XX	X.XX	X.XX	X.XX
<b>Light-Emitting Diode (LED) — Colonial</b>					
48	17	X.XX	X.XX	X.XX	X.XX
83	29	X.XX	X.XX	X.XX	X.XX
<b>Light-Emitting Diode (LED) — Contemporary</b>					
47	17	X.XX	X.XX	X.XX	X.XX
62	22	X.XX	X.XX	X.XX	X.XX

(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)**

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)

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)

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 with the Pennsylvania Public Utility Commission (“Commission”) for the subsequent Application Period, and, upon Commission approval, these charges shall become effective on the first day of the following month. (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).

**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, 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 to the Commission within fifteen (15) days after any such occurrence an emergency plan to handle any default service shortfall. All costs associated with implementing the contingency plan will be included as part of the DSS described in the section below, "Calculation of Rate."

**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:

$$\text{DSS} = [(\text{CA} + \text{SLR} + (\text{DSS}_a + \text{E})/\text{S}) * \text{F} + (\text{DSS}_b/\text{S})] * [1/(1 - \text{T})] \quad (\text{C})$$

**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." (C)  
(C)  
(C)
- 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. P-2020-3019522. (C)  
(C)  
(C)  
(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)****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. (C)
- 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.
- 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. 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** = The Company’s default service retail kWh sales to customers in the applicable Customer Class, projected for the Application Period.
- 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. (C)  
(C)  
(C)
- | Application Period                | Residential | Lighting |
|-----------------------------------|-------------|----------|
| June 1, 2021 through May 31, 2022 | 1.0059      | 0.5708   |
| June 1, 2022 through May 31, 2023 | X.XXXX      | X.XXXX   |
| June 1, 2023 through May 31, 2024 | X.XXXX      | X.XXXX   |
| June 1, 2024 through May 31, 2025 | X.XXXX      | X.XXXX   |
- (C)  
(C)  
(C)  
(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.

**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)

**CALCULATION OF RATE – (Continued)**

**CALCULATION OF RATE – ELECTRIC VEHICLE TIME-OF-USE PILOT PROGRAM**

(C)

DSS Electric Vehicle Time-of-Use Pilot Program (“DSS EV-TOU”) 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 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. The Peak Period will consist of all hours every day from 1:00 PM through 9:00 PM. 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 service customers.

(C)

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 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 rates provided during the billing month.

(C)

During the pilot program, the DSS EV-TOU rates will apply to all load associated with the applicable meter.

(C)

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

(C)

**Where:**

(C)

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

(C)

**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-2020-3019522.

(C)

Electric Vehicle Time-of-Use 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, 2021 through May 31, 2022	1.65	0.65	0.47	1.58	0.70	0.50	1.61	0.71	0.51
June 1, 2022 through May 31, 2023	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX
June 1, 2023 through May 31, 2024	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX
June 1, 2024 through May 31, 2025	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX	X.XX

(C)

(C)

<sup>(1)</sup>Rate Schedule UMS is not eligible for the 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

**(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)

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 over/under collections will be calculated in total for each procurement class. (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.

(C)

(C)

## STANDARD CONTRACT RIDERS - (Continued)

RIDER NO. 9 – DAY-AHEAD HOURLY PRICE SERVICE

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

Day-ahead hourly price service provides medium ( $\geq 200$  kW) and large commercial and industrial customers with the ability to purchase their electric supply requirements on a day-ahead hourly basis. 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 greater than or equal to 200 kW, the customer will be assigned to Rider No. 9 effective with their June billing. The Company will supply electricity under this rider by obtaining the requirements based on a competitive auction. This rider is also available for the supply of electricity to generating stations that are not otherwise self-supplying and where the generating station is not otherwise receiving service from an EGS. Metering equipment must be installed at the generating station at the expense of the customer.

(C)

MONTHLY CHARGES

Energy charges are hourly and provided at the day-ahead PJM locational marginal prices ("LMP") based on the customer's real time metered hourly load, plus energy-related ancillary services including PJM administrative charges, adjusted for losses, plus a fixed retail administrative charge. PJM posts the day-ahead locational marginal price on their web site at 4:00 PM EPT. Capacity charges are equal to the full PJM Reliability Pricing Model ("RPM") capacity price for the Duquesne Zone, and shall recover the charges associated with the customer's share of the Company's capacity obligation assigned by PJM, plus the charges for capacity based ancillary services. Energy and capacity charges will be calculated using the following formula and adjusted for the Pennsylvania Gross Receipts Tax (GRT) in effect.

*End Hour*

$$\sum L_{RTt} * (1+ADJ_t) * (LMP_{DA_t} + OR_{DA_t}) +$$

*t=Start Hour**End Hour*

$$\sum [(L_{RTt} * (1 + ADJ_t)) * (SR_{RTt} + REG_{RTt} + SCN_{RTt} + S1A) + L_{RTt} * (PJM_S + FRA)] +$$

*t=Start Hour**End Day*

$$\sum [(CO_D * CChg_D) + NPLC_D * (R_D + B_D)]$$

*D=Start Day***(C) – Indicates Change**

ISSUED: APRIL 1, 2021

EFFECTIVE: JUNE 1, 2021

**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>** = Blackstart 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. P-2020-3019522.

(C)  
(C)

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, 2021 through May 31, 2022	\$3.60
June 1, 2022 through May 31, 2023	\$X.XX
June 1, 2023 through May 31, 2024	\$X.XX
June 1, 2024 through May 31, 2025	\$X.XX

(C)  
(I)

**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)****Customer's Capacity Obligation and Network Service Peak Load**

**CO<sub>D</sub>** = Capacity Obligation in MW for each day associated with supporting the customer's load as described in the section "Determination of Capacity Obligation."

**NPLC<sub>D</sub>** = The customer's daily network service coincident peak load contribution in MW. This quantity is determined based on the customer's load coincident with the annual peak of the Duquesne Zone (single coincident peak) as defined in the PJM Tariff Section 34.1.

**Capacity Charges**

**CChg<sub>D</sub>** = The demand charge in \$/MW-day, which is equal to the full PJM RPM Final Zonal Capacity Price for the Duquesne Zone.

PJM bills these charges to the Company as a function of the load measured in megawatts (MW) and expresses these charges as \$/MW, \$/MWH and \$/MW-day. The Company measures the customer's load and energy usage in kilowatts (kW) and will convert the above charges to \$/kW, \$/kWh and \$/kW-day for the purposes of computing the customer's monthly bill.

**PROCUREMENT PROCESS**

The Company will conduct a competitive auction to obtain day-ahead hourly price service under this rider. The winning bidder(s) will be responsible for providing default service supply at PJM day-ahead energy prices, capacity, ancillary services, and other PJM management charges as defined above. The winning supplier(s) will be the supplier(s) who bids the lowest price(s) in this solicitation in \$/MWH to cover the costs of renewable energy supply, energy balancing, and supplier administrative costs.

**(C)****CONTINGENCY PLAN**

In the event Duquesne does not receive bids, the Commission does not approve the submitted bid(s) or a supplier defaults, Duquesne will provide default supply for commercial and industrial customers through purchases in accordance with the above formula and process. The Company will pass-through the costs it incurs to provide the renewable energy requirements, energy balancing and any administrative costs in addition to those costs otherwise recovered through the Fixed Retail Administrative Charge described in the "Monthly Charges" section of this rider. All revenue and expense associated with the contingency plan will be reconciled as described in the "Annual Reconciliation" section of this rider.



**STANDARD CONTRACT RIDERS - (Continued)****RIDER NO. 21 – NET METERING SERVICE – (Continued)****(Applicable to Rates RS, RH, RA, GS/GM, GMH and GL)****BILLING PROVISIONS - (Continued)**

2. 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.
3. 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** (C)  
**ELECTRIC VEHICLE TIME-OF-USE PILOT PROGRAM ("EV-TOU") CUSTOMER GENERATORS**

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

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

1. The EV-TOU 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 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 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 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. (C)

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

2. 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. **(C)**
3. If an eligible customer-generator wishes to no longer be enrolled in the EV-TOU Pilot Program and switches to the standard default service supply product, any excess kilowatt hours banked and remaining from the EV-TOU 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)**

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

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.

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**STANDARD CONTRACT RIDERS - (Continued)****(C)****RIDER NO. 21 – NET METERING SERVICE – (Continued)****(Applicable to Rates RS, RH, RA, GS/GM, GMH and GL)****NET METERING PROVISIONS FOR SHOPPING CUSTOMERS – (Continued)**

4. Pursuant to Commission regulations, the credit or compensation terms for excess electricity produced by customer-generators who are customers of EGSs shall be stated in the service agreement between the customer-generator and the EGS. The Company will provide the customer-generator with a statement of monthly kilowatt hour usage for the 12 month period ending May 31 for the purpose of the customer-generator seeking credit or compensation from the EGS.
5. If a customer-generator switches electricity suppliers, the Company shall treat the end of the service period as if it were the end of the year.

**APPLICATION**

Customer-generators seeking to receive service under the provisions of this Rider must submit a written application to the Company demonstrating compliance with the Net Metering Rider provisions and quantifying the total rated generating capacity of the customer-generator facility.

**MINIMUM CHARGE**

The Minimum Charges under Rate Schedule RS, RH, RA, GS/GM, GMH and GL apply for installations under this Rider.

**RIDERS**

Bills rendered by the Company under this Rider shall be subject to charges stated in any other applicable Rider.