



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

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EFFECTIVE: June 1, 2025

Issued in compliance with the
Commission Order entered January 14, 2025, at Docket No. P-2024-3048592.

NOTICE

THIS TARIFF SUPPLEMENT REVISES LANGUAGE IN EXISTING RIDERS

See Page Two

LIST OF MODIFICATIONS MADE BY THIS TARIFF

CHANGES

Rider No. 4 – Electric Vehicle Time-of-Use Distribution Rate Pilot
Second Revised Page No. 92B
Cancelling First Revised Page No. 92B

Rider No. 7 – Residential Managed Charging Pilot
Fifth Revised Page No. 97
Cancelling Fourth Revised Page No. 97

Rider No. 8 – Default Service Supply
Thirteenth Revised Page No. 98
Cancelling Twelfth Revised Page No. 98

Tenth Revised Page No. 98A
Cancelling Ninth Revised Page No. 98A

Original Page No. 98B

Twenty-Third Revised Page No. 99
Cancelling Twenty-Second Revised Page No. 99

Fifth Revised Page No. 104
Cancelling Fourth Revised Page No. 104

Fourth Revised Page No. 104A
Cancelling Third Revised Page No. 104A

Second Revised Page No. 105
Cancelling First Revised Page No. 105

Rider No. 21 – Net Metering Service
Fourth Revised Page No. 135
Cancelling Third Revised Page No. 135

Fourth Revised Page No. 136
Cancelling Third Revised Page No. 136

Language has been revised in accordance with the Commission Order entered January 14, 2025, at Docket No. P-2024-3048592.

STANDARD CONTRACT RIDERS - (Continued)**RIDER NO. 4 – ELECTRIC VEHICLE TIME-OF-USE DISTRIBUTION RATE PILOT – (Continued)****(Applicable to Rate Schedules RS, RH and RA)****SPECIAL TERMS AND CONDITIONS**

1. The customer retains their right to file a billing complaint at the PUC.
2. Customers enrolling in the WholeHome EV TOU Distribution rate option will not be permitted to enroll in the Default Service Supply – Standard options. Customers selecting the WholeHome EV TOU Distribution rate option must enroll in the Default Service Supply –Time-of-Use (“TOU”) Supply Rate Pilot option or select an Electric Generation Supplier (“EGS”). (C)
3. 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.
4. 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.
5. If the Company finds, in its sole judgment, that the conditions of this Rider are being violated, it may discontinue application of the Rider and bill all usage pursuant to the applicable Rate Schedule.
6. 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)

MISCELLANEOUS

Minimum bills shall not be reduced by reason of this Rider.

STANDARD CONTRACT RIDERS - (Continued)**RIDER NO. 7 – RESIDENTIAL MANAGED CHARGING PILOT****Applicable to Rate Schedules RS, RH and RA****PURPOSE**

The Residential Managed Charging Pilot Rider sets forth the eligibility, terms, and conditions applicable to residential customers that own or lease an electric vehicle (EV) and elect to participate under the provisions of this Rider. This Pilot is available for up to 500 eligible customers that successfully enroll on a first come, first served basis.

PILOT DESCRIPTION

The Company offers customers participating in the Residential Managed Charging Pilot an incentive to reduce their electric vehicle charging during Peak Demand Events, as designated by the Company.

APPLICABILITY

The Residential Managed Charging Pilot is available to customers that (i) are served under Rate Schedules RS, RH, or RA and have an account 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; (ii) own or lease a highway-capable plug-in battery electric vehicle or plug-in hybrid electric vehicle registered to the service address and have a private, dedicated Level 2 charging station at their service address; (iii) own or rent a single-family detached, row house or duplex property with a personal garage or private off-street parking suitable for a charging station installation; (iv) are not enrolled in Rider No. 4 – Electric Vehicle Time-of-Use Distribution Rate, the Time-of-Use Supply Rate Pilot under Rider No. 8 – Default Service Supply, or Rider No. 23 – Behavioral Load Management Pilot; and (v) comply with any other applicable Residential Managed Charging Pilot rules established at Docket No. R-2024-3046523 or subsequent proceeding. (C)

INCENTIVE

Participating customers will be eligible to receive \$20 for each Event Month that they participate (opt-in) in $\geq 50\%$ of the Peak Demand Events for that month and charge their EV for at least 15 minutes during each Event Month. Participating control group customers will be eligible to receive \$20 for each Event Month if they charge their EV at least 15 minutes during the Event Month. The Company reserves the authority to modify the incentive value by up to 25%, without advance notice to the customer.

SPECIAL TERMS AND CONDITIONS

1. The customer must have a Company-qualified Level 2 charging station or electric vehicle to enroll in the Pilot. A list of Company-qualified vehicles and charging stations will be published on the Company website at duquesnelight.com.
2. The Company will be responsible for selecting a managed charging vendor that can manage Company-qualified charging stations and vehicles.

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 Time-of-Use Supply Rate Pilot (“TOU Supply Rate Pilot”). (C)
The TOU Supply Rate Pilot is available to customers that (i) are served under Rate Schedules RS, RH, RA, GS/GM, (C)
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) 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; (iii) have not de-enrolled from the TOU Supply Rate Pilot for any reason, within the last twelve (C)
(12) months; and (iv) comply with any other applicable rules established at Docket No. P-2020-3019522, Docket No. P-2024-3048592, or subsequent proceeding. (C)

The TOU Supply Rate Pilot, also known as the WholeHome TOU Supply Rate, will apply to all the electricity used at the premises. (C)

The TOU Supply Rate Pilot will go into effect on June 1, 2025, or approximately six (6) weeks after PUC approval, whichever is later. (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

Residential

(Rate Schedules RS, RH and RA)

Application Period	Supply Charge - ¢/kWh	Time-of-Use ⁽¹⁾ 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)

⁽¹⁾ 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.

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)

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

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

Application Period	Supply Charge - ¢/kWh	Rate Schedules GS/GM and GMH Time-of-Use⁽²⁾ 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)

⁽¹⁾ Rate Schedule UMS is not eligible for the Time-of-Use Supply Rate Pilot.

⁽²⁾ 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)

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)

(C)

Application Period	Supply Charge - ¢/kWh	Time-of-Use Supply Rate Pilot ⁽¹⁾		
		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

⁽¹⁾ 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) – 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_b** = 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.

- 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.

- S_a** = The Company’s default service retail kWh sales to customers in the applicable Customer Class, projected for the Application Period.

- S_b** = The Company’s default service retail kWh sales to customers in the applicable 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) – 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 under collection 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

TIME-OF-USE SUPPLY RATE PILOT (“TOU SUPPLY RATE PILOT”)

(C)

The Time-of-Use Supply Rate Pilot (“TOU Supply Rate Pilot”) rates shall be supplied via the same fixed price, full requirements (“FPFR”) products that provide default service supply for the applicable customer class. The 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 TOU Supply customers.

(C)
(C)

The TOU Supply 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 TOU Supply 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 TOU Supply rates provided during the billing month.

(C)
(C)
(C)

During the pilot, the TOU Supply rates will apply to all load associated with the applicable meter.

(C)

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

Where:

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

(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

TIME-OF-USE SUPPLY RATE PILOT (“TOU SUPPLY RATE PILOT”) – (Continued)

(C)

TOUF = 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-2024-3048592. **(C)**

Time-of-Use Supply Rate Factors (C)									
Application Period	Residential RS, RH, RA			Small C&I ⁽¹⁾ GS, GM<25, GMH<25			Medium C&I GM & GMH ≥ 25kW < 200 kW		
	PK ⁽²⁾	OFF ⁽³⁾	SUP ⁽⁴⁾	PK ⁽²⁾	OFF ⁽³⁾	SUP ⁽⁴⁾	PK ⁽²⁾	OFF ⁽³⁾	SUP ⁽⁴⁾
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)

⁽¹⁾Rate Schedule UMS is not eligible for the Time-of-Use Supply Rate Pilot.

⁽²⁾Denotes Peak

⁽³⁾Denotes Off-Peak

⁽⁴⁾Denotes Super Off-Peak

(C)

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 TOU Supply rate over/under collections will be calculated in total for each procurement class. **(C)**

(C) – Indicates 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
TIME-OF-USE SUPPLY RATE PILOT ("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 TOU Supply rates.

(C)

1. The 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 a 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 a 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 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 31st. On an annual basis, the Company will compensate the customer-generator for kilowatt-hours remaining in the bank on May 31st, 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)

(C)

(C)

(C)

(C) – Indicates 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 FOR
TIME-OF-USE SUPPLY RATE PILOT (“TOU SUPPLY RATE PILOT”)
CUSTOMER GENERATORS – (Continued)**

(C)

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

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 TOU Supply Rate Pilot and switches to the standard default service supply product, any excess kilowatt hours banked and remaining from the 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)

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