

Shipper Name: Citadel Energy Marketing LLC  
Contract No.: 144511  
Rate Schedule: TFX  
Term of Negotiated Rate: 04/01/2025 through 04/30/2025  
Non-conforming Agreement: No  
Winter Quantity Dth/day: 0  
Summer Quantity Dth/day: 381,180  
Receipt Points: Agua Blanca Pecos Co, ANR Greensburg Def Delivery, CIG Dumas Def. Delivery, DCP Linam Ranch Def. Delivery, EL Paso Plains Def. Delivery, Enable Custer Def Delivery, Enable Redmoon Def. Delivery, Mid-Continent Def. Delivery, Oasis Waha Def. Delivery, ONEOK Westex Reeves Def. Delivery, ONEOK Westex Seagraves Def Delivery, PEPL Mullinville Def. Delivery, Permian Def. Delivery, TIGT Tescott Def. Delivery, TW/NNG Gray Def Delivery, All Field Area MID 1 – MID 7 Receipt Points  
Delivery Points: ANR Greensburg Def Delivery, CIG Dumas Def. Delivery, DCP Linam Ranch Def. Delivery, EL Paso Plains Def. Delivery, Enable Custer Def Delivery, Enable Redmoon Def. Delivery, Mid-Continent Def. Delivery, NNG Field MKT Demarcation - 16B, Oasis Waha Def. Delivery, ONEOK Westex Reeves Def. Delivery, ONEOK Westex Seagraves Def Delivery, PEPL Mullinville Def. Delivery, Permian Def. Delivery, TIGT Tescott Def. Delivery, TW/NNG Gray Def Delivery

The daily charge for the Contract MDQ shall be the MDQ multiplied by the "Rate." The "Rate" is the arithmetic value obtained from the formula  $[(D \text{ minus } ((R \text{ plus } I) \text{ divided by } F)) \text{ times } C \text{ times } S]$ , where (D) = the Midpoint price from Platts "Gas Daily" Northern, demarc; (R) = the Midpoint price from Platts "Gas Daily" Waha; (I) = \$0.06; (F) = 1.0 less the applicable fuel percentage for deliveries to NNG Field MKT Demarcation - 16B (POI 37654) (Demarc) from Fuel Section 1; (C) = 0.06666 and (S) = 1.0. However, when calculating the "Rate," in no event will  $[(D \text{ minus } ((R \text{ plus } I) \text{ divided by } F)) \text{ times } C \text{ times } S]$  be less than \$0.00. The monthly charge will be the sum of all daily charges from the formula above.

Shipper's charges above shall be reduced, in Northern's sole discretion, for any quantity that is unable to be delivered up to the MDQ. In the event of an outage on Northern's pipeline system that impacts the Shipper's ability to flow the primary receipt and delivery points Shipper's rate will be reduced to zero for any primary quantity, including any affected contiguous path, allocated in the Timely cycle or curtailed. Shipper's rate will not be reduced for any quantity that is ultimately rescheduled.

In addition to the above rates, Shipper shall provide any applicable fuel use and unaccounted for.

The Rate set forth above is applicable to the receipt and delivery points (POI) listed above. For any delivered quantities on any day from receipt points not listed above located in MIDs 8 through 16B, Shipper shall pay an additional \$0.40/Dth/day charge. In addition to the foregoing, for quantities delivered to non-primary delivery points, Shipper shall pay an additional (i) \$0.40/Dth/day charge for deliveries to points located in MIDs 1 through 16A; and (ii) charge equal to the higher of Northern's maximum tariff rate or the Platts "Gas Daily" spread between Midpoints for Northern, demarc and Waha, for any delivered quantities to Demarc or Demarc Def.-Delivery that in aggregate exceed the MDQ at Demarc. Notwithstanding the aforementioned, in the event of an outage on Northern's pipeline system that impacts the Shipper's ability to schedule any primary receipt and delivery points, Shipper may use, at the Rate set forth above, any quantity that does not exceed the Demarc MDQ less any quantities delivered to Demarc or Demarc Def.- Delivery for either (1) any Field Area receipt point located in MIDs 8 through 16A for delivery to Demarc or Demarc Def. - Delivery, or (2) any receipt point located in MIDs 1 through 7 for delivery to any Field Area delivery point not listed above located in MIDs 1 through 16A.

If any primary points are realigned, Shipper shall pay an additional \$0.30/Dth/day for the entire contract MDQ for the remaining term of the Agreement; however, Shipper and Northern may mutually agree to a realignment between points located in MIDs 1 through 16A. Notwithstanding the aforementioned, the rate

for such agreed upon realignment will be the Rate set forth above.