MID CONTINENT MARKET CENTER, L.L.C.

MID CONTINENT MARKET CENTER'S CERTIFICATION OF SECTION 311 TRANSPORTATION SERVICE RATES

Exhibit A

Clean Statement of Operating Conditions

CURRENTLY EFFECTIVE RATE SCHEDULES AND

STATEMENT OF OPERATING CONDITIONS OF

MID CONTINENT MARKET CENTER, L.L.C.

SUBJECT TO THE JURISDICTION OF

THE FEDERAL ENERGY REGULATORY COMMISSION

Effective October 1, 2025

version 1.3.0

eTariff Information
Tariff Submitter: Mid Continent Market Center, L.L.C.
FERC Tariff Program Name: FERC NGPA Gas Tariff
Tariff Title: Mid Continent Market Center
Tariff Record Proposed Effective Date: October 1, 2025
Tariff Record Title: Mid Continent Market Center, L.L.C. SOC Revisions
Option Code: A
Other Information: NGPA Section 311 Rate Certification

MID CONTINENT MARKET CENTER, L.L.C.'S
STATEMENT OF
CURRENT EFFECTIVE RATES

Current Rates

Pursuant to section 284.123(b)(1)(ii) of the Commission's regulations, Company has elected to base its rates for firm and interruptible transportation service under Section 311 of the Natural Gas Policy Act on the rates authorized by the Kansas Corporation Commission in Docket No. 02-KGSG-495-MER.

Firm Transportation Service: FT

Maximum Usage	LUFG	Authorized Overrun	MDQ Reservation
$0.1350 per Dth	1.47%	$0.3352 per Dth	$6.0896 per Dth

Minimum Usage
$0.1350 per Dth

Interruptible Transportation Service: IT

Maximum Usage	LUFG
$0.3352	1.47%

Minimum Usage
$0.1350 per Dth

Title Transfer

Maximum Title Transfer
$0.0050 per Dth

Mid Continent Market Center, L.L.C.
Statement of Operating Conditions for
Transportation Services

Mid Continent Market Center, L.L.C. ("Transporter"), an intrastate natural gas pipeline, respectfully files this Statement of Operating Conditions for Transportation Service, in compliance with Section 284.123(e) of the Federal Energy Regulatory Commission's ("Commission") Regulations. 18 C.F.R. § 284.123(e). Transporter is authorized to engage in transportation service under the Commission's Regulations promulgated to implement Section 311(a)(2) of the Natural Gas Policy Act ("NGPA"), 15 U.S.C. § 3371(a)(2). Transporter will provide firm and interruptible transportation service to Qualified Shippers, as that term is defined herein, under the provisions of Transporters' Tariff, this Statement of Operating Conditions, and the Transportation Service Agreement executed between Transporter and such Qualified Shipper.

I.

Description of Transporter

Transporter operates natural gas transmission and storage facilities in Kansas and is a natural gas public utility under Kansas law and regulated by the Kansas Corporation Commission ("KCC"). Customers that take transportation service under Section 311 of the NGPA will be referred to as "Interstate Shippers." Customers that take transportation service other than under Section 311 of the NGPA will be referred to as "Intrastate Shippers." Any transportation service provided by Transporter shall be consistent with and shall not infringe upon Transporter's status as a public utility under Kansas law and shall not subject Transporter

to the Commission's jurisdiction under the Natural Gas Act ("NGA").

II.

Qualified Shippers

Transporter shall only render Interstate Transportation Service to shippers which qualify for transportation service under the Commission's Regulations in 18 C.F.R. § 284.224 ("Qualified Shippers"). [1] In addition to the other conditions contained in this Statement of Operating Conditions, Interstate Transportation Service provided by Transporter is available only to Qualified Shippers which enter into a mutually acceptable Transportation Service Agreement with Transporter. If, in the opinion of Transporter's counsel, the status of a shipper as a Qualified Shipper is in doubt, then such shipper must apply for and receive a nonappealable, final ruling from the FERC or its successor agency affirming the status of such shipper as a Qualified Shipper prior to the commencement of Interstate Transportation Service by Transporter for such shipper.

III.

Capacity Availability, Scheduling, Allocation and Curtailment

A. Capacity Availability

1. Interstate Transportation Service shall be conditioned upon the availability of sufficient capacity to perform the transportation service on a first come, first served basis without detriment or disadvantage to other firm shippers entitled to receive service at the time of the request. During the term of any purchase of such capacity, Interstate Transportation Service shall not be subordinated,

[1] Interstate Transportation Service is only available to parties which meet the "on behalf test" set out in 18 C.F.R. § 284.122 of the Commission's Regulations.

interrupted, or curtailed because of new Interstate Shippers or new Intrastate Shippers. Such transportation service shall not be subordinated, interrupted, or curtailed by any interruptible shipper. Capacity made available to Interstate Shippers shall be made available on a non-discriminatory basis and shall be allocated or curtailed in the manner described in Sections III.B. and III.C., herein.

2. Any additional capacity added to Transporter's system due to changes in facilities or operations ("New Capacity") shall be offered on a nondiscriminatory basis to any shipper. During the term of any purchase of such New Capacity, Interstate Transportation Service using such New Capacity shall not be subordinated, interrupted, or curtailed because of new Interstate Shippers or new Intrastate Shippers. Such transportation service shall not be subordinated, interrupted, or curtailed by any interruptible shipper. Capacity made available to Interstate Shippers shall be made available on a non-discriminatory basis and shall be allocated or curtailed only in the manner described in Section III.B. and III.C., herein.

3. Because the capacity in Transporter's system varies from area to area and from time to time, capacity available for Interstate Transportation Service shall be determined in each case based upon the shipper's requested points of receipt and delivery and upon the timing and duration of such requests. Transporter reserves the right to refuse to provide Interstate Transportation Service to any Qualified Shipper in the event Transporter determines that such transportation service would be detrimental to Transporter's operations or inconsistent with Transporter's obligations to provide firm interstate and intrastate service at the

time the request is received. The criteria applied to determine the availability of capacity to serve newly requested Interstate Transportation Service shall be the same criteria applied to determine the availability of capacity to serve newly requested intrastate transportation service of a similar type.

4. Capacity shall be made available in the following order and manner:

    a. Capacity shall be made available to firm shippers on a first come, first served basis according to the date Transporter receives the request for transportation service.

    b. Requests for transportation service submitted to Transporter which are presented at the same time and for the same price shall be satisfied from available capacity on a pro rata basis according to the volumes requested. However, if Transporter receives requests for transportation service which are submitted at the same time but at different prices, Transporter shall allocate capacity first to the request for transportation service at the higher price. Any remaining capacity shall then be allocated to the lower priced request for transportation service.

B. Scheduling and Allocations

Scheduling and allocation of capacity shall be performed in accordance with Section 8 of Transporter's General Terms and Conditions for Service, effective on July 1, 2002, a copy of which is attached hereto as Exhibit A and is incorporated by reference as part of this Statement of Operating Conditions. Capacity shall be scheduled and allocated in the following order and manner:

1. Qualified Firm Interstate Shippers and Qualified Firm Intrastate Shippers shall

receive first priority for scheduling and allocating capacity. No interruptible shipper shall have priority in scheduling or allocating of capacity over any Qualified Firm Interstate Shipper or Qualified Firm Intrastate Shipper.

2. Qualified Firm Interstate Shippers and Qualified Firm Intrastate Shippers scheduling transportation service at primary receipt and delivery points shall have first priority over transportation service scheduled or requested at secondary receipt and delivery points.

C. Curtailment

Transporter shall the right to curtail or discontinue transportation service, in whole or in part on all or a portion of its system from time to time and at any time Transporter determines it is desirable or necessary to make modifications, repairs or operating changes to its system. With respect to shippers affected by such curtailments, Transporter shall curtail all interruptible transportation service before curtailing firm transportation service. Transporter shall follow the same curtailment procedure in a force majeure situation to the extent practicable; however, Transporter reserves the right to curtail any customer during emergency situations caused by force majeure conditions in order to ensure the safe and reliable operation of its system. Such curtailments or discontinuation of transportation service shall be implemented in accordance with section 10 of Transporter's General Terms and Conditions for Gas Service, effective on July 1, 2002, a copy of which is attached hereto as Exhibit A and is incorporated by reference as part of this Statement of Operating Conditions.

IV.

Receipt and Delivery Points

Transportation of gas for Interstate Shippers shall be subject to availability of acceptable receipt and delivery points on Transporter's system, and consistent with the terms and conditions of the applicable Transportation Service Agreement. Transporter shall retain operational control over receipts into its system at all times.

V.

General Terms and Conditions for Transportation Service

Interstate Transportation Service shall be conducted according to the provisions of this Statement of Operating Conditions, including Transporter's General Terms and Conditions for Service, effective July 1, 2002, a copy of which is attached hereto as Exhibit A and is incorporated by reference as part of this Statement of Operating Conditions, and the Transportation Service Agreement.

VI.

Changes to this Statement of Operating Conditions

Transporter reserves the right to add, delete, or modify conditions in the Statement of Operating Conditions at any time upon thirty (30) days notice to Interstate Shippers receiving or entitled to receive Interstate Transportation Service at the time of such change. Such thirty (30) day notice may be dispensed with if exigent circumstances require that a change in operating conditions occur to ensure the safe and reliable operation of Transporter's system. In the event that Transporter makes a change in its operations which results in this Statement of Operation Conditions no longer reflecting Transporter's operating practices, Transporter will amend this Statement of Operating Conditions and will file such revised Statement of Operating Conditions with the Commission no later than thirty (30) days after commencement of the change in operations. A copy of the revised Statement of Operating Conditions will be furnished to Interstate Shippers

receiving or entitled to receive Interstate Transportation Service at the time of such amendment who request a copy of such amended Statement of Operating Conditions.

VII.

Right to Terminate Transportation Service

Transporter shall have the right to terminate and abandon transportation service upon the expiration of the contractual term of each individual transportation service agreement. Transporter shall have the right to refuse transportation service or to terminate transportation service if Transporter becomes aware that such transportation service would cause Transporter to become subject to the Commission's jurisdiction under the NGA. Transporter shall also have the right to terminate transportation service in the manner and for the reasons set forth as the basis for such termination in Transporter's General Terms and Conditions of Service, attached hereto as Exhibit A, including if Transporter determines on a nondiscriminatory basis to cease providing transportation service pursuant to Section 311 of the NGPA.

VIII.

Subject to Regulatory Interpretation

In the event any part of this Statement of Operating Conditions conflicts with or violates the rules, regulations, or order of any Commission or governmental or regulatory body, such part shall be deemed void, but shall not affect the remaining provisions of this Statement of Operating Conditions. Transporter shall not be liable to any party with a Transportation Service Agreement subject to this Statement of Operating Conditions that loses priority status or any other rights hereunder due to issuance of any laws, order, or regulations by a judicial, governmental, or administrative body as affects this Statement of Operating Conditions.

IX.

Conflicts and Authority of Statement

This Statement of Operating Conditions and the incorporated Tariff takes precedence over and replaces conflicting language in any of Transporter's Transportation Service Agreements and amendments, unless such language specifically states that it is an exception to language in the Statement of Operating Conditions or the incorporated Tariff. If this Statement of Operating Conditions or the incorporated Tariff is excepted in any Transportation Service Agreement, then language in such agreement shall govern, but only to the extent the language is in conflict.