



Delivering Energy. Improving Lives.

Stagecoach Pipeline & Storage Company LLC

Greenhouse Gas ("GHG") Report

October 9, 2026

Cautionary Statement and Confidentiality Reminder

Cautionary Statement

- This report includes forward-looking statements and descriptions of sustainability efforts and aspirations, and various policies, procedures, processes, standards, systems, programs, initiatives, assessments, technologies, practices, and similar measures related to Stagecoach's or its parent company's, Kinder Morgan, Inc. ("KM"), operations and compliance systems ("Policies and Procedures"). References to Policies and Procedures do not represent guarantees or promises about their efficacy, or any assurance that such measures will apply in every case. Disclosure in this report about greenhouse gas emissions and other environmental or sustainability matters (whether historical or forward-looking) may be based on reporting standards, internal controls, processes, estimates or assumptions that are still evolving and may change. For more information about forward-looking statements, Policies and Procedures, and estimates and assumptions used to quantify emissions, and the uncertainty inherent in determining emissions, see "Kinder Morgan, Inc.'s Management Assertion for the Year Ended 2025," which is included in Appendix C – Third-Party Assurance Statement, of KM's 2025 Sustainability Report, available at www.kindermorgan.com

Confidentiality Reminder

- This report contains confidential information. Participation in the annual GHG meeting and access to the report containing confidential information is limited to those Report Recipients (as defined in the Stipulation and Agreement) that have executed a non-disclosure agreement with Stagecoach pursuant to the terms of the Stipulation and Agreement ("S&A")
- Confidential information contained in this report and any confidential information disclosed by Stagecoach during the annual GHG meeting are subject to the non-disclosure agreement

- Section 2.5 of Stagecoach's rate settlement in Docket No. RP23-558 ("S&A") requires Stagecoach to prepare an annual Greenhouse Gas Report (the "GHG Report") and host an annual meeting to present and discuss the GHG Report with Report Recipients
- A public version of the GHG Report, with confidential information redacted, is available as an informational posting on Stagecoach's customer website
- The GHG Report includes the following information:
 - Assessment of feasibility and efficiency of implementing a GHG pilot program
 - Projects initiated during the previous and the current calendar year designed to mitigate GHG emissions
 - Stagecoach's and KM's GHG emission reduction strategies and plans to upgrade Stagecoach's system facilities to reduce GHG emissions
 - Changes to Stagecoach's GHG operating emissions associated with section 7(c), prior notice, and section 2.55(b) projects
 - Stagecoach's annual GHG emissions data and a summary of the number of leaks detected and repaired during the previous calendar year as required by or reported to governmental authorities
 - Annual report from the U.S. Environmental Protection Agency ("EPA") under the mandatory Greenhouse Gas Reporting Program ("GHGRP")
 - Lost and unaccounted for gas ("LAUF") (including LAUF reported to the U.S. EIA) during the previous calendar year and any actions taken to reduce LAUF
 - Annual quantity of GHG emissions and GHG emissions intensity determined in accordance with the ONE Future Protocol
 - Stagecoach's publicly disclosed efforts and requests submitted to Stagecoach to interconnect renewable natural gas ("RNG"), hydrogen, certified natural gas ("CNG"), or other low-carbon gas production facilities

Section 2.5 (a) of S&A

Stagecoach will annually assess the feasibility and efficiency of implementing the use of stationary methane emissions monitoring devices on Stagecoach's system facilities that would expand the measurement of actual GHG emissions occurring on such facilities. The initial assessment on the feasibility and efficiency of the use of stationary methane emissions monitoring devices shall be contained in an initial GHG Report, which shall be updated annually.

Response

As its initial assessment on the feasibility and efficiency of this technology, Stagecoach, through its parent company KM, participated in two studies to evaluate the feasibility and efficiency of continuous methane monitors at compressor stations in 2022 and 2023.

The results of those studies, which are excerpted in Appendix A attached to this report, demonstrate that the technology requires substantial improvement to localize and quantify methane emissions before it can be widely implemented in the transmission and storage sector.

Stagecoach, through its parent company KM, is continuing to monitor the currently available technologies for substantial improvements and is continuing to implement its traditional strategies for reducing emissions.

Section 2.5 (b)(1) of S&A

A detailed review of the projects initiated during the prior twelve (12) months (in Stagecoach’s initial GHG Report) or since the last meeting (in Stagecoach’s subsequent GHG Reports), and plans, to be implemented in the coming year, designed to mitigate GHG emissions, including: (a) the high-level purpose of the projects; and (b) the principles applied to prioritize spending on the projects.

Response

GHG monitoring for the Stagecoach assets is conducted through two primary programs. For assets located in Pennsylvania, an annual GHG monitoring program utilizing a forward-looking infrared camera (“FLIR”), or similar optical gas imaging (“OGI”) technology, is conducted at all storage injection and withdrawal points and at compressor stations. For assets located in New York, all storage injection and withdrawal points, compressor stations, and meter stations are monitored in accordance with New York State Department of Environmental Compliance (“NYS DEC”) 6 NYCRR Part 203 regulations.

Table 1 summarizes the projects that Stagecoach has initiated in calendar year 2025. The purpose of each of these projects was to identify and repair leaks. The principles applied to prioritize spending on the projects were regulatory compliance in New York and voluntary GHG emission reduction activity.

For 2026, Stagecoach is undertaking or expects to undertake the same type of project activities and to complete any required projects/repairs as needed.

Table 1

Activity	Project Description
INDUSTRY BEST PRACTICE	
<i>Voluntary Compressor Station GHG Monitoring</i>	Annual monitoring of all compressor stations utilizing OGI Technology
NY 203 MONITORING	
<i>Wells</i>	Bi-annual monitoring of all well sites in NY utilizing OGI Technology
<i>Meter Stations</i>	Quarterly monitoring of all meter sites utilizing OGI Technology
<i>Compressor Stations</i>	Bi-monthly monitoring of all compressor stations utilizing OGI Technology
REPAIRS	
<i>Repairs Associated with OGI Identified Emissions</i>	Perform repairs associated with OGI identified leaks in accordance with state and/or federal requirements or industry best practices

Section 2.5 (b)(2) of S&A

A detailed description of any Stagecoach-specific and corporate/parent company GHG emission reduction strategies and plans to upgrade system facilities pursuant to publicly disclosed projects that will reduce GHG emissions on Stagecoach's interstate pipeline and storage facilities and a detailed description of any reliability impacts related to such projects (regarding corporate strategies and plans, this includes but is not limited to a description of Kinder Morgan's corporate goals/strategies to reduce GHG emissions reflected in Kinder Morgan's annual Environmental, Social and Governance report).

Response

1. KM Initiatives

KM's strategy to manage Scope 1 and 2 emissions, including efforts to reduce methane and CO₂ emissions, is outlined in KM's 2025 Sustainability Report, available at www.kindermorgan.com.

KM established the GHG Reduction Opportunities Working Group in 2023 to focus on identifying and evaluating additional GHG emission reduction opportunities throughout KM's business over time. This group seeks and evaluates opportunities such as new technology, renewable and low carbon power, gas and liquids modernization and optimization, methane reduction opportunities and methane measurement technologies, and government incentives. This group is also tasked with annually reassessing the feasibility of setting medium- and long-term GHG reduction targets for our operations, as new and cost-effective technologies are developed.

FlyscanTM Systems, Inc. has developed technology to enable detection of liquid hydrocarbons and automation of right-of-way visual inspection from regular aerial patrol planes through the use of remote sensing and artificial intelligence. In 2024, KM invested in FlyscanTM to help accelerate its entry into the natural gas detection and quantification market. We began testing this technology in 2025. In February 2026, FlyscanTM announced that its existing unit, which already detects liquid hydrocarbons, yielded a sensitivity of 5.9 kg/hr with a 90% probability detection of methane in blind controlling testing.

ONE Future has deferred update to its post-2025 targets, pending resolution of regulatory uncertainty surrounding EPA's GHGRP. As a result, our methane emission intensity target for 2026 will remain at the 2025 target of 0.31%. We remain committed to meeting our methane intensity target, while maintaining pipeline integrity and safety and minimizing customer impacts. KM also conducts annual leak surveys at 100% of its compressor stations in its Natural Gas Pipelines business segment.

Section 2.5 (b)(2) of S&A (Cont'd)

2. Stagecoach Specific Initiatives

KM has implemented the following strategies to reduce GHG emissions at a number of its Stagecoach facilities:

- communicate policies and procedures to operations team, detailing program requirements to improve methane management;
- perform maintenance and repairs on component leaks, including those identified through methane leak surveys performed at least annually;
- reduce the amount of gas within the pipeline, i.e., pumping down, so that less gas needs to be evacuated during certain repairs or testing;
- conduct performance-based monitoring and replacement for reciprocating compressor rod packing;
- cathodically protect pipelines to help prevent pipeline degradation and leaks; and
- install low- or zero-bleed natural gas pneumatic devices at new facilities.

In addition to methane emission reductions, KM has implemented the following Scope 1 emission reduction strategies at its Stagecoach facilities:

- optimize combustion process at dehydration facilities, maintain dehydration equipment to optimize efficiency, and minimize compressor equipment idle time during starts/stops.
- employ Best Management Practices, OEM standards and preventative maintenance practices to optimize engine performance & fuel consumption.

Section 2.5 (b)(3) of S&A

A detailed description of changes to Stagecoach's GHG operating emissions associated with Stagecoach's publicly disclosed (i) NGA section 7(c) projects; (ii) Prior Notice projects under part 157, subpart F; and (iii) section 2.55(b) projects requiring an advance notification.

Response

During calendar year 2025, Stagecoach had no (i) NGA section 7(c) projects, (ii) Prior Notice projects under part 157, subpart F, or (iii) 2.55(b) projects requiring advanced notice.

Section 2.5 (b)(4) of S&A

Stagecoach’s actual (where available) or estimated (where actual is not available) annual GHG emissions data and a summary of the number of leaks detected and repaired, by site, during the prior year on Stagecoach’s interstate pipeline and storage facilities as required by or reported to governmental authorities (e.g., the New York State Department of Environmental Conservation, the U.S. Environmental Protection Agency, the U.S. Department of Transportation), and where such leaks were detected but not repaired during the prior year, a specification of any plans to repair such leaks. To the extent that Stagecoach relies upon estimates, Stagecoach shall explain the methodology used for estimating GHG emissions.

Response

Table 2 summarizes the number of leaks detected and repaired by site in calendar year 2025 as required by NYS DEC 6NYCRR Part 203 Regulations.

Table 2

State	Asset Type	Number of Leaks 2024		Number of Leaks 2025	
		Detected	Repaired	Detected	Repaired
New York	Meter Stations	1	1	1	0
New York	Storage Wells	9	5	7	5
New York	Compressor Stations	76	54	50	41

Section 2.5 (b)(5) of S&A

The annual report from the U.S. Environmental Protection Agency pursuant to the mandatory Greenhouse Gas Reporting Program for Stagecoach's interstate pipeline and storage facilities, by site.

Response

KM has not reported to GHGRP as EPA has extended the Reporting Year 2025 GHGRP reporting deadline to March 10, 2027, and is evaluating a proposal that would eliminate reporting requirements for certain source categories after Reporting Year 2024.

Section 2.5 (b)(6) of S&A

Specification of lost and unaccounted for gas ("LAUF") on Stagecoach's system for the prior twelve (12) months, identification of any LAUF reported to the U.S. Energy Information Administration over the prior twelve (12) months, and identification of any actions (beyond leak repair identified as part of Section 2.5(b)(4) above) taken to reduce LAUF on Stagecoach's system over the prior twelve (12) months.

Response

All metering equipment used in the measurement process has some small degree of uncertainty that contributes to the LAUF. Stagecoach's Measurement team, as part of its internal data validation process to resolve discrepancies in gas measurement, conducts tube inspections, cleaning, and meter audits, and also performs data review and analysis to resolve exceptions in the measurement data.

Stagecoach reported a total of 1,690,299 MCF of LAUF to the U.S. Energy Information Administration ("EIA") for calendar year 2025, which included 1,132,500 MCF in the state of New York and 557,799 MCF in the state of Pennsylvania. The total gas vented to the atmosphere was only 16,712 MCF, which is less than 1 percent of the total LAUF. The majority of that amount, 13,375 MCF, was a calculated estimate of fugitive emissions, with the remainder 3,337 MCF documented as Known Gas Losses.

The 1,690,299 MCF of LAUF reported to the EIA for calendar year 2025 is very close to Stagecoach's most current LAUF system data for calendar year 2025 of 1,684,626 MCF. There can be minor differences between EIA reported data and our current records as a result of prior period adjustments ("PPAs") that occurred after the EIA data was submitted.

Section 2.5 (b)(7) of S&A

The annual quantity of GHG emissions and GHG emissions intensity for Stagecoach’s entire system determined in accordance with the ONE Future Protocol, including (i) inputs to the methane intensity calculation (throughput, methane content, and methane emissions), and (ii) if Stagecoach uses the ONE Future Protocol for reporting purposes, the spreadsheet version of the template received from ONE Future for Stagecoach’s facilities for the applicable reporting year. In the event that Stagecoach ceases to participate in the ONE Future program, or those programs are terminated or substantially modified, Stagecoach will make good faith efforts to identify replacement reporting criteria that may be utilized to provide similar insights to Report Recipients.

Response

KM, Stagecoach’s parent company, is a founding member of the ONE Future coalition – a group of more than 55 natural gas companies that collectively represent more than 20% of the natural gas value chain in the United States. KM’s methane emissions relative to its overall value chain have consistently been within ONE Future’s methane intensity target of 0.31% for the Transmission and Storage sector.

The overall methane emissions intensity for Stagecoach’s assets, using the ONE Future protocol/methodology, is summarized in Table 3 and includes the inputs to the methane intensity calculation (throughput, methane content, and methane emissions). ONE Future utilizes data required by the U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration (“PHMSA”) per 40 CFR Part 191, Form OMB No. 2137-0522.

Stagecoach does not use the ONE Future Protocol for reporting purposes that is separate from its parent company reporting.

Table 3: Methane Intensity

Contains Confidential Information		

Section 2.5 (b)(8) of S&A

A description of Stagecoach’s publicly disclosed efforts and requests submitted to Stagecoach to interconnect renewable natural gas, hydrogen, certified natural gas, or other low-carbon gas production facilities to the Stagecoach system.

Response

In calendar year 2025, Stagecoach did not have any publicly disclosed efforts to interconnect renewable natural gas, hydrogen, certified natural gas, or other low-carbon gas production facilities to its system.

Table 4 details the request submitted to Stagecoach to interconnect certified natural gas to its system.

Table 4

Type of Request	Number of Request	Status
Certified Natural Gas	1	Customer decided not to move forward

“Assessing the Performance of Continuous Methane Monitoring Systems at Midstream Compressor Stations”

Shuting (Lydia) Yang and Arvind P. Ravikumar

Published 4 March 2025.

The analysis and results shown in this study indicate that CMS technologies need to be employed cautiously, especially for compact and complex O&G facilities. The findings of this work suggest that emissions from compressor stations can vary substantially over time under different operational statuses. But even as a continuously operating monitoring system, CMS has the potential to miss emission events with low emission rates and/or short durations. A better understanding of the uncertainties of the quantification and localization features of CMS will be useful for these solutions to improve performance. Furthermore, the alert systems of CMS need to be set up with more consideration for the nature of baseline emissions and the location of these sensors to achieve the goal of quickly detecting large emitters.

“Evaluating Development of Empirical Estimates Using Two Top-Down Methods at Midstream Natural Gas Facilities”

Jenna A. Brown, Matthew R. Harrison, Tecle Rufael, Selina A. Roman-White, Gregory B. Ross, Fiji C George, Daniel Zimmerle

Published 3 April 2024

Given longstanding issues with inventory estimates there is a strong case for utilizing measurements to inform, supplement, or potentially replace inventory estimates. However, in order to rely on measurements, the results of this study indicate methods must improve quantification accuracy, produce more representative uncertainty estimates, and provide robust quality control indicators to identify when estimates are suspect or potentially in error.