Equitrans Midstream - Climate Change 2021

C0. Introduction

C0.1

(C0.1) Give a general description and introduction to your organization.

Equitrans Midstream Corporation (Equitrans or Company), as the parent company of EQM Midstream Partners, LP, is one of the largest natural gas gatherers in the U.S. and holds a significant asset footprint in the Appalachian Basin. The Company is a Pennsylvania corporation and became an independent, publicly traded company on November 12, 2018. Equitrans provides midstream services to its customers through its three primary assets: the gathering system, which includes predominantly dry gas gathering systems of high-pressure gathering lines; the transmission system, which includes Federal Energy Regulatory Commission (FERC)-regulated interstate pipelines and storage systems; and the water services system, which supports well completion activities and collects flowback and produced water for recycling or disposal. As of December 31, 2020, the Company provided a majority of its natural gas gathering, transmission, and storage services under long-term contracts that generally include fixed monthly reservation fees or minimum volume commitments. Equitrans' operations are primarily focused in southwestern Pennsylvania, northern West Virginia and southeastern Ohio, which are prolific resource development areas in the natural gas shale regions known as the Marcellus and Utica Shales. The information provided in this disclosure includes all assets operated by Equitrans as of December 31, 2020. As the Mountain Valley Pipeline (MVP) was not operational in 2020, the MVP assets are not included in this disclosure.

This CDP questionnaire response may contain or incorporate by reference certain forward-looking statements within the meaning of Section 21E of the Securities Exchange Act of 1934, as amended, and Section 27A of the Securities Act of 1933, as amended. Statements that do not relate strictly to historical or current facts are forward-looking and usually identified by the use of words such as "anticipate," "estimate," "could," "would," "will," "may," "forecast," "approximate," "expect," "project," "intend," "plan," "believe," "target" and other words of similar meaning in connection with any discussion of future operating or financial matters. Without limiting the generality of the foregoing, forward-looking statements contained herein include expectations of plans, strategies, objectives, and growth and anticipated financial and operational performance of Equitrans and its affiliates. The forward-looking statements included in this CDP questionnaire response involve risks and uncertainties that could cause actual results to differ materially from projected results. Accordingly, readers of this CDP questionnaire response, including investors, should not place undue reliance on forward-looking statements as a prediction of actual results. Equitrans has based these forward-looking statements on management's current expectations and assumptions about future events. While Equitrans considers these expectations and assumptions to be reasonable, they are inherently subject to significant business, economic, competitive, regulatory, judicial and other risks and uncertainties, many of which are difficult to predict and are beyond Equitrans' control. The risks and uncertainties that may affect the operations, performance and results of Equitrans' business and forward-looking statements include, but are not limited to, those set forth under "Item 1A. Risk Factors" in Equitrans' Annual Report on Form 10-K for the year ended December 31, 2020, as updated by Equitrans' Quarterly Report on Form 10-Q for the three months ended March 31, 2021 and any subsequent Quarterly Reports on Form 10-Q.

Any forward-looking statement speaks only as of the date on which such statement is made and Equitrans does not intend to correct or update any forward-looking statement, unless required by securities law, whether as a result of new information, future events or otherwise.

C0.2

(C0.2) State the start and end date of the year for which you are reporting data.

	Start date	End date	Indicate if you are providing emissions data for past reporting years	Select the number of past reporting years you will be providing emissions data for
Reporting year	January 1 2020	December 31 2020	Yes	1 year

C0.3

(C0.3) Select the countries/areas for which you will be supplying data.

United States of America

C0.4

(C0.4) Select the currency used for all financial information disclosed throughout your response.

USD

C0.5

(C0.5) Select the option that describes the reporting boundary for which climate-related impacts on your business are being reported. Note that this option should align with your chosen approach for consolidating your GHG inventory.

Operational control

C-OG0.7

(C-OG0.7) Which part of the oil and gas value chain and other areas does your organization operate in?

Row 1

Oil and gas value chain
Midstream

Other divisions

C1. Governance

C1.1

(C1.1) Is there board-level oversight of climate-related issues within your organization?
Yes

C1.1a

(C1.1a) Identify the position(s) (do not include any names) of the individual(s) on the board with responsibility for climate-related issues.

Position of individual(s)	Please explain
Board-level committee	Recognizing the growing importance placed by the Company's stakeholders and the broader market on sustainable operations, corporate social responsibility, and environmental, social, and governance (ESG) matters, our Board of Directors in 2019 delegated to the Board's Health, Safety, Security, and Environmental (HSSE) Committee responsibility to provide (i) input and direction to management and the Board regarding the Company's approach to developing, and implementing, a centralized ESG process, and (ii) oversight, in coordination with other relevant Board committees, of the Company's ESG matters. The HSSE Committee meets at least quarterly and is chaired by one of our independent directors. Given the emphasis of the Board as a whole on sustainability and corporate social responsibility, and following the recommendation of the HSSE Committee and the Corporate Governance Committee of the Board in December 2020, the Board determined to further enhance the oversight structure of such matters by clarifying that the full Board, acting through its committees, oversees the Company's policies, programs, and strategies regarding corporate social responsibility and sustainability, including ESG risks and opportunities, such as those related to climate change. While climate change topics could arise in the context of the work of all Board committees and the full Board, the HSSE Committee continues to have primary oversight responsibility regarding climate change risks. The HSSE Committee reviews periodic reports from management with respect to significant risk exposures relating to, among other things, environmental matters, energy transition, emissions, and climate change, and advises the Board on management's procedures for monitoring, controlling, and reporting on such exposures. In this regard, the HSSE Committee engages with, and provides feedback to, the Company's Chief Sustainability Officer and other members of the executive management team, as well as other Board committees as appropriate. As an example of the HSSE Committee's oversight of climate-related issues, as discussed with and reviewed by the HSSE Committee in 2020, the Company is undertaking efforts to reduce its pneumatic methane emissions and has for 2021 included targets in respect of that initiative as part of the Company's Short-Term Incentive Plan for its employees (see C1.3 and C3.4 below).

C1.1b

(C1.1b) Provide further details on the board's oversight of climate-related issues.

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Scope of board-level oversight	Please explain
Scheduled – some meetings	Reviewing and guiding strategy Reviewing and guiding major plans of action Reviewing and guiding risk management policies Reviewing and guiding annual budgets Reviewing and guiding business plans Setting performance objectives Monitoring implementation and performance of objectives Overseeing major capital expenditures, acquisitions and divestitures Monitoring and overseeing progress against goals and targets for addressing climate-related issues	<Not Applicable>	During 2020, the Health, Safety, Security, and Environmental (HSSE) Committee of the Board conducted (and continues to conduct in 2021) quarterly meetings, and special meetings as needed, in connection with executing on the responsibilities delegated to it, including oversight of climate-related matters as discussed in Question C1.1a. During its meetings, the HSSE Committee may, as appropriate in light of the agenda topics for particular meetings, review progress, provide input, and oversee the Company's strategy, planning, risk management, budgeting, objectives, capital expenditures, and/or progress against targets and goals for climate-related issues. In addition to the HSSE Committee's direct oversight role, the full Board annually reviews the Company's enterprise risks identified by management, during which climate-related topics are considered. Further, the Audit Committee of the Board reviews Equitrans' process for assessing major risk exposures and the policies management has implemented to monitor and control such exposures. Determining the appropriate scope of Company initiatives and implementation timelines relating to climate change-focused mitigation efforts is an ongoing, key consideration of the Board (including through the HSSE Committee) and the Company's management. The Company factors climate change into major plans and actions and establishes relevant performance metrics. For example, as discussed with the HSSE Committee in 2020, the Company is undertaking efforts to reduce its pneumatic methane emissions and for 2021 has included targets in respect of that initiative as part of the Company's Short-Term Incentive Plan for its employees (see Question C1.3 below).

C1.2

(C1.2) Provide the highest management-level position(s) or committee(s) with responsibility for climate-related issues.

Name of the position(s) and/or committee(s)	Reporting line	Responsibility	Coverage of responsibility	Frequency of reporting to the board on climate-related issues
Chief Executive Officer (CEO)	<Not Applicable>	Both assessing and managing climate-related risks and opportunities	<Not Applicable>	Quarterly
Chief Sustainability Officer (CSO)	<Not Applicable>	Both assessing and managing climate-related risks and opportunities	<Not Applicable>	Quarterly

C1.2a

(C1.2a) Describe where in the organizational structure this/these position(s) and/or committees lie, what their associated responsibilities are, and how climate-related issues are monitored (do not include the names of individuals).

All Company risks are ultimately managed by the Chief Executive Officer (CEO), the Company's Enterprise Risk Committee, and the Company's risk management team. Equitrans has an established risk management process whereby risks are owned by one or more executive team members who are responsible for leading the Company's monitoring and mitigation efforts in respect of the assigned risk. See Question C2.1b and C2.2 below.

Equitrans' Vice President and Chief Sustainability Officer (CSO) is the highest management-level position with responsibility for climate-related risks and opportunities. The CSO is a member of our General Counsel's office and also serves as Deputy General Counsel, Environmental & Regulatory Affairs. The CSO position's responsibilities include the development, oversight, and management of our sustainability program, including all climate-related matters and the assessment and management of related risks and opportunities. Additionally, the CSO is responsible for furthering the Company's ESG reporting efforts. Accordingly, the CSO collaborates across the Company to ensure implementation of the Company's sustainability program and the accurate and timely provision of relevant information to stakeholders. The CSO role reports directly to the General Counsel and regularly engages with the Board, particularly the HSSE Committee, and senior management in respect of sustainability-related matters, including climate change.

C1.3

(C1.3) Do you provide incentives for the management of climate-related issues, including the attainment of targets?

	Provide incentives for the management of climate-related issues	Comment
Row 1	Yes	One of the key elements of the Company's employee compensation program is its Short-Term Incentive Plan (STIP) which provides for "at-risk" compensation measured against clearly defined annual financial and operational goals. In 2020, building upon the Company's commitment to emphasize sustainability, Company management discussed with the HSSE Committee of the Board the inclusion of a methane emissions mitigation metric in the Company's 2021 STIP. Following further evaluation, including consideration of the Company's contemplated methane emission mitigation initiatives for 2021, in January 2021, the Board approved the inclusion of a methane emissions mitigation metric, based on an annualized percentage reduction in pneumatic methane emissions, in the 2021 STIP. Further details about the financial incentives for climate-related issues are included in Question C1.3a below.

C1.3a

(C1.3a) Provide further details on the incentives provided for the management of climate-related issues (do not include the names of individuals).

Entitled to incentive	Type of incentive	Activity inventivized	Comment
All employees	Monetary reward	Emissions reduction project Emissions reduction target	All employees participate in our STIP, which, for 2021, includes annualized reduction targets of our pneumatic methane emissions (see Question C1.3 above). Pneumatic methane emissions are a direct contributor to our overall carbon footprint, and the inclusion of objectives for reducing pneumatic methane emissions in our 2021 STIP reinforces the importance of these objectives to all employees.
Chief Sustainability Officer (CSO)	Monetary reward	Emissions reduction project Emissions reduction target	Our CSO's 2020 performance was assessed in relation to our sustainability objectives, including the design and implementation of a sustainability program and the development, organization, and communication of our initiatives in respect of climate change. For 2021 and going forward, our CSO's performance will continue to be evaluated in relation to such objectives, and the CSO's variable compensation is in part dependent upon the related performance.

C2. Risks and opportunities

C2.1

(C2.1) Does your organization have a process for identifying, assessing, and responding to climate-related risks and opportunities?

Yes

C2.1a

(C2.1a) How does your organization define short-, medium- and long-term time horizons?

	From (years)	To (years)	Comment
Short-term	0	1	We employ the Enterprise Risk Committee (ERC) velocities to account for the time-horizons for risk reviews.
Medium-term	1	2	We employ the ERC velocities to account for the time-horizons for risk reviews.
Long-term	2	3	We employ the ERC velocities to account for the time-horizons for risk reviews. The long-term velocity includes horizons beyond three years.

C2.1b

(C2.1b) How does your organization define substantive financial or strategic impact on your business?

Equitrans uses a structured and systematic approach to identify and evaluate risks with potential to have a financial or strategic impact on our business. Our Enterprise Risk Committee (ERC) is a cross functional team of senior management that meets on a quarterly basis to identify and evaluate risks based on the following classifications: likelihood, impact, mitigation effectiveness, velocity/time horizon, inherent risk, and residual risk. Within the ERC framework, financial risk is contemplated in terms of net income and equity. Risks with potential to impact more than 90% or $100 million of net income are assigned the highest level of severity in the impact classification.

Equitrans' Risk Manager, with support from the Strategic Planning and IT team, facilitates ERC meetings to evaluate new or previously identified risks, their classifications, and emerging or impactful issues or events. The ERC reviews and scores new or previously identified risks in each classification and uses a formula-based approach to determine the inherent risk of each issue. The likelihood, velocity, and impact of each risk are determined using a 1-5 scale and are used to calculate "Time to Cause" and "Time to Impact". These values are then averaged to determine an Inherent Risk Score. The Inherent Risk Score is used to identify the most substantive risks. The Inherent Risk Scores categorized as either "major" or "critical" are designated as Tier 1 or a substantive risk. Scores calculated as "moderate" are designated Tier 2 and scores calculated as "minor" and "insignificant" are designated Tier 3. A designation of Tier 1 requires Equitrans' management team to pursue mitigation activities with the goal of reducing residual risk. Tier 2 and Tier 3 risks are periodically monitored by the management team to identify if inherent risk scores rise to a Tier 1 designation and to determine potential mitigation activities. Our ERC meets quarterly to review the full set of risks, as well as identified emerging risks as necessary. Equitrans' discussion and analysis of risks and their classifications includes the consideration of sustainability and climate on its own, and through the integration of climate considerations, as a factor impacting the broader set of considered risks.

C2.2

(C2.2) Describe your process(es) for identifying, assessing and responding to climate-related risks and opportunities.

Value chain stage(s) covered
Direct operations

Risk management process
Integrated into multi-disciplinary company-wide risk management process

Frequency of assessment
More than once a year

Time horizon(s) covered
Short-term
Medium-term
Long-term

Description of process
The Enterprise Risk Committee (the ERC or the Committee) (a) identifies, assesses, and recommends mitigation efforts with respect to key enterprise risks (Tier 1 risks) and emerging risks of Equitrans and its respective subsidiaries and (b) provides guidance for enterprise risk management activities. The activities of the ERC are subject to oversight by Equitrans' Audit Committee. The ERC is currently comprised of the following members: • Chief Executive Officer; • President and Chief Operating Officer; • Senior Vice President and Chief Financial Officer (Chair of the ERC); • Senior Vice President and General Counsel; • Senior Vice President, Construction Services; • Senior Vice President, Gas Systems Planning & Engineering; • Senior Vice President, Commercial Development & Operations; • Vice President and Chief HR Officer; • Vice President, Corporate Development and Investor Relations; • Vice President and Chief Accounting Officer; • Vice President, Strategic Planning & IT (Risk Manager); • Vice President, Internal Audit; • Vice President, Finance &Treasurer; • Vice President, Chief Sustainability Officer & Deputy General Counsel; and • As designated by the Chair of the ERC. These Committee members are tasked with the following responsibilities, among other things: • Conduct periodic risk assessments to identify and assess Equitrans' Tier 1 risks and their mitigants. The Tier 1 risks are to be disclosed in Equitrans' filings with the Securities and Exchange Commission; • Where applicable, assign "ownership" of Tier 1 and emerging risks and seek input from subject matter experts regarding Tier 1 and emerging risks; • Recommend actions to mitigate or otherwise address the Tier 1 and emerging risks; • Foster an enterprise risk focused culture; and • Provide advice and guidance regarding the development of the enterprise risk management program. The ERC meets quarterly (or more frequently as desirable). A quorum for a meeting includes, at a minimum, the attendance of three of the following members: • Chief Executive Officer; • President and Chief Operating Officer; • Senior Vice President and Chief Financial Officer (Chairman of the ERC); • Senior Vice President and General Counsel; and • Senior Vice President, Construction Services. The Risk Manager also reports periodically to the Board or designated Board committees regarding the status of enterprise risk management activities, including the results of the periodic risk assessments. As discussed in the response to Question C2.1b, the ERC classifies risks by likelihood, impact, mitigation effectiveness, velocity/time horizon and inherent and residual risk. These classifications and ratings consist of multiple tiers and reflect consideration of the related factors impacting the classifications and ratings. Once the risks are classified, we use Time to Cause and Time to Impact to calculate the Inherent Risk Score [time to cause + time to impact)/2]. If the Inherent Risk Score results in either "major" or "critical" it is designated as Tier 1 or a substantive risk. Scores calculated as "moderate" are designated Tier 2 and scores calculated as "minor" and "insignificant" are designated Tier 3. A designation of Tier 1 ensures that management tends to and undertakes mitigating activities that reduce our substantive financial and/or strategic risks. Tier 2 and Tier 3 risks are periodically monitored by the management team to identify if inherent risk scores rise to a Tier 1 designation and to determine potential mitigation activities. Our ERC meets quarterly to review the full set of risks. Equitrans' discussion and analysis of risks and their classifications includes the consideration of sustainability and climate matters on their own, and through the integration of climate considerations, as a factor impacting the broader set of considered risks. An example of this risk evaluation process is the ERC's evaluation of regulatory and stakeholder risk. This is the risk that local, state, and federal government agencies and private, community, and opposition stakeholders, including through involvement in administrative and judicial disputes, may negatively impact the Company's legal or regulatory authority or social license to operate, thereby threatening the Company's reputation, competitive position, and capacity to conduct business on competitive terms or at all. On a functional level, the risk is that the inability to obtain timely and unassailable governmental authorizations, due to climate and other perceptions, will adversely impact the ability of the Company to execute its operational and strategic goals. The ERC's evaluation of this risk at the October 2020 committee meeting determined it was a major inherent risk, which equates to a Tier 1 risk, based on the likelihood, impact, and velocity ratings. The Tier 1 designation of this regulatory and stakeholder risk resulted in several mitigation action items, some of which have since been implemented. We are currently working to improve our project, environmental, and regulatory design strategy for new pipeline and construction projects through our Asset Development FOCUS program. We also published our Stakeholder Engagement and Community Investment Policy, which emphasizes the importance of managing our reputation with our community and government stakeholders. Finally, a holistic regulatory strategy and schedule is being developed to account for potential legal challenges, administrative delays, and issues avoidance. The ERC also evaluated operating and construction risk at the October 2020 meeting. This risk accounts for, among other things, hazards caused from extreme weather events, such as large precipitation events, that could disrupt day-to-day operations or cause harm to employees, contractors, or the communities where Equitrans operates. The ERC's evaluation of this risk at the October 2020 committee meeting determined it was a Tier 2 risk based on the likelihood, impact, and velocity ratings. Equitrans is pursuing mitigation activities that are intended to proactively maintain pipelines and facilities to avoid an incident. To that end, the Company is evaluating and improving pipeline and compressor maintenance programs. As part of its pipeline integrity management program, Equitrans has also implemented a new slips prevention plan that includes priority rankings as part of a reporting and monitoring process. For this Tier 2 risk, the Committee also identified mitigation opportunities to pursue in the future, such as enhancing our safety culture, the automation of an environmental punch list, and implementing pipeline simulations for training and leak detection.

C2.2a

(C2.2a) Which risk types are considered in your organization's climate-related risk assessments?

	Relevance & inclusion	Please explain
Current regulation	Relevant, always included	As part of the regulatory and stakeholder risk category that is included within our ERC assessment process, Equitrans contemplates the risks that current laws and regulations related to climate change pose to our business. Specifically, Equitrans evaluates the risks that local, state, and federal government agencies and private, community, and opposition stakeholders, including through involvement in administrative and judicial disputes, may negatively impact the Company's legal or regulatory authority or social license to operate, thereby threatening the Company's reputation, competitive position, and capacity to conduct business on competitive terms or at all. For example, we assess potential risks to the construction and operation of our current projects that may be posed by the federal FERC permitting process along with current state and regional environmental permitting requirements. Equitrans is building an interstate pipeline project that must navigate federal and state regulatory frameworks that may apply different climate-change focused regulations and require different levels of assessment. In addition, Equitrans routinely evaluates the operational and financial risks that could be caused by permitting delays and revocations during the permitting process. We also evaluate the potential risks associated with current GHG regulations for existing assets, including GHG reporting in 40 CFR 98, Subparts C and W and monitoring requirements in 40 CFR 60, Subpart OOOOa.
Emerging regulation	Relevant, always included	Equitrans contemplates the risks that emerging climate-related regulations and/or laws may pose to our business as part of the regulatory and stakeholder risk category included within our enterprise risk assessment process. We consider this risk on two levels. First, we contemplate how new or emerging regulations may negatively impact the Company's legal or regulatory authority or social license to operate, thereby threatening the Company's reputation, competitive position, and capacity to conduct business on competitive terms or at all. For example, we assess the impact to Equitrans if the U.S. Environmental Protection Agency (EPA) or state regulatory agency were to regulate carbon through a cap-and-trade program, carbon tax, or other mechanism. As an additional example, we evaluate potential operational and financial impacts if Pennsylvania, Ohio, or West Virginia were to join the Regional Greenhouse Gas Initiative (RGGI). Second, we evaluate risk of emerging regulation during the construction process as Equitrans is a builder and operator of varying types of pipelines. During the construction phase of our projects, which can last for several years, there is risk that climate-related regulations, including across different regulatory jurisdictional boundaries, may be revised or implemented which could require adaptation and the incurrence of, among other things, costs and/or delays. Specifically, we are working on a current project with a permitting and construction process that has been extended for more than 5 years.
Technology	Relevant, always included	Equitrans evaluates the risks that new or emerging technology may have on our business as part of our enterprise risk assessment process. Specifically, we contemplate the risks that new or emerging technology may pose to our business as part of the competition risk category included within our enterprise risk assessment process. As such, we routinely evaluate how new lower-carbon technologies or competition from other companies that provide similar services and/or competition from renewable or other low-carbon energy sources could have a negative impact on the demand for the Company's services. For example, emerging technological advances in areas such as renewable natural gas from agricultural resources may adversely affect demand for the natural gas the Company gathers, transports, and stores in its areas of operation.
Legal	Relevant, always included	Legal considerations are an element of Equitrans' enterprise risk assessment. Specifically, we evaluate the risk that local, state, and federal government agencies and private, community, and opposition stakeholders, including through involvement in administrative and judicial disputes, may negatively impact the Company's legal or regulatory authority or social license to operate, thereby threatening the Company's reputation, competitive position, and capacity to conduct business on competitive terms or at all. On a functional level, the risk is that the inability to obtain timely and unassailable governmental authorizations or legal action due to our climate impacts, such as our greenhouse gas (GHG) emissions, will adversely impact the ability of the Company to execute its operational and strategic goals. For example, we assess the risks presented by, including potential legal exposures as a result of or motivated by, our direct and indirect GHG emissions, as well as the threat of legal action against the fossil fuel industry, in general, due to its impact on climate change. In particular, opposition parties have listed the GHG emissions from Equitrans' operations as a specific concern during comment periods for regulatory permit reviews.
Market	Relevant, always included	Equitrans contemplates the risks that changing market conditions have on our business as part of the enterprise risk assessment process. Specifically, we evaluate the risk that market factors such as competition from other companies that provide similar products and services and/or competition from renewable or other lower-carbon energy sources could have a negative impact on the demand for the Company's services. In addition, we evaluate the risk posed by the general market trend of investment capital not as readily flowing to fossil fuel-based businesses (which affects access to capital) as well as pressure on investor confidence in the Company's business, fossil fuels in general, and/or our management team, which has led to a depressed equity value (which may cause the cost of capital to increase and hinder the Company's ability to execute its strategic plan).
Reputation	Relevant, always included	Reputational risks related to our business are considered during our enterprise risk assessment process. We evaluate the risk that opposition, environmental activism, and/or increasing hostility toward the natural gas industry, and fossil fuels in general, may lead to an unfavorable perception of the Company and/or the industry that would make it more difficult to conduct business. Equitrans believes that its efforts in respect of sustainability matters enhance our reputation and accordingly our social license to operate. For example, Equitrans received direct positive public recognition in response to our public statements in opposition of the prior administration's attempts to roll back federal methane regulations.
Acute physical	Relevant, always included	Acute physical risks, including those associated with climate (such as increasing precipitation amounts in single weather events), are included as part of Equitrans' evaluation of operating and construction risks during our enterprise risk assessment process. We discuss the potential risks and hazards associated with the services we provide that may disrupt day-to-day operations and/or cause harm to the Company's employees, contractors, or communities in which it operates, or the environment at large. The construction of new pipelines and the expansion of existing infrastructure expose the Company to construction and/or operating risks which could lead to cost overruns, delays, failure to meet contractual obligations, litigation, and environmental activism/opposition including sabotage. Extended disruption/outages at third parties that perform critical tasks/activities (e.g., contractors, third-party pipelines, processing, etc.), including those associated with extreme weather events, could lead to business interruptions. Given our footprint, which traverses mountainous regions in Pennsylvania, West Virginia, and Virginia that are susceptible to extreme weather during hurricane season, we must assess weather-related risks (which may be driven by climate change) as part of our overall risk assessment. For example, we implement erosion and sediment control devices which are intended to protect against extreme weather impacts during construction.
Chronic physical	Relevant, always included	Chronic physical risks, including those associated with climate (such as changing weather patterns), are included as part of Equitrans' evaluation of operating and construction risks during our enterprise risk assessment process. We discuss the potential risks and hazards associated with the services we provide that may disrupt day-to-day operations and/or cause harm to the Company's employees, contractors, or communities in which it operates, or the environment at large. The construction of new pipelines and the expansion of existing infrastructure expose the Company to construction and/or operating risks which could lead to cost overruns, delays, failure to meet contractual obligations, litigation, and environmental activism/opposition including sabotage. Further, we understand there are potential operational disruption risks due to long term climate change, such as more frequent rainfall, that could lead to slips or slides impacting our pipeline assets. Extended disruption/outages at third parties that perform critical tasks/activities (e.g., contractors, third-party pipelines, processing, etc.) could lead to business interruptions. Given our footprint, which traverses mountainous regions in Pennsylvania, West Virginia, and Virginia that may receive greater precipitation and an increase in extreme weather events in the future, we must assess weather-related risks (which may be driven by climate change) as part of our overall risk assessment. For example, we implement erosion and sediment control devices which are intended to protect against extreme weather impacts during construction.

C2.3

(C2.3) Have you identified any inherent climate-related risks with the potential to have a substantive financial or strategic impact on your business?

Yes

C2.3a

(C2.3a) Provide details of risks identified with the potential to have a substantive financial or strategic impact on your business.

Identifier

Risk 1

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Reputation	Increased stakeholder concern or negative stakeholder feedback

Primary potential financial impact
Increased indirect (operating) costs

Climate risk type mapped to traditional financial services industry risk classification
<Not Applicable>

Company-specific description
We acknowledge the reality of climate change as one of the most critical issues of our time. As an energy infrastructure company, we recognize that we must aggressively pursue climate change mitigation while also balancing the immediate and increasing need to deliver reliable, safe, and affordable natural gas energy in our country, as energy supply is a societal demand and necessity. We recognize that our shareholders, employees, customers, regulators, and other stakeholders increasingly expect us to focus on climate-related issues, including further working to prioritize sustainable energy practices, reducing our carbon footprint, and promoting sustainability. Our stakeholders' increased focus on climate change matters may adversely affect us, including by hindering our social license to operate, reducing our access to traditional sources of capital, and delaying or preventing our operations. If we do not meet the growing expectations or comply with the evolving standards of our investors and other stakeholders, or if we are perceived to not have responded appropriately or quickly enough to growing concern related to ESG issues, our business could suffer. A crucial component of our reputational success is maintaining our social license to operate. We seek to consistently engage with community members to keep them informed of our current and proposed operations and our commitment to operate with integrity, accountability, and transparency. We identify the environmental impacts of our operations and seek to establish best practices to mitigate issues, including by reducing GHG emissions. Negative public perception regarding our operations, the MVP project, other expansion projects, and/or the natural gas industry in general has led to increased regulatory scrutiny, which may lead to new local, state, and federal safety and environmental laws, regulations, guidelines, enforcement interpretations, and/or adverse judicial rulings. These actions have caused us to incur operational delays or restrictions, increased costs, penalties under construction contracts, additional regulatory burdens, and increased litigation, which adversely affect us financially. Additionally, negative public perception could be a factor in causing the permits we need to complete expansion projects, and to conduct our overall operations, to be denied, removed, withheld, delayed, stayed, or burdened by requirements that restrict our abilities to profitably conduct business.

Time horizon
Short-term

Likelihood
Likely

Magnitude of impact
Medium

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
We don't have a financial impact figure currently available.

Cost of response to risk

Description of response and explanation of cost calculation
At present, we have not quantified the cost to respond to this risk. Our continued success directly ties to our engagement with local communities, as we clearly understand that our pipeline operations can and do affect them. We seek to consistently engage with community members to keep them informed of our current, planned, and proposed operations. We also strive to inform community stakeholders of our commitment to operating with integrity, accountability, and transparency. In February 2021, we published our Stakeholder Engagement and Community Investment Policy which captures our efforts to build collaboration and trust with our communities and other key stakeholders. At Equitrans, these engagements typically involve three primary approaches: addressing community concerns and public perceptions; investing in communities; and managing our corporate reputation. We interact with our stakeholders on topics related to climate change using a variety of mechanisms, including in-person meetings, social media, open houses, and community events. Additionally, in 2020 we published our first full corporate sustainability report (CSR), in accordance with the Global Reporting Initiative (GRI) Core option and the Sustainability Accounting Standards Board (SASB) Oil & Gas – Midstream Sector Standards. Our 2020 CSR highlights the results of our materiality assessment to identify the ESG topics most significant to our business and stakeholders. The CSR also provides information on, among other things, our emissions-reduction efforts and climate change strategy. Based on feedback from various key stakeholders and other agencies, Equitrans' 2021 CSR will include expanded disclosure information for our existing material topics, as well as several new topic disclosures. Additionally, Equitrans launched a new Sustainability section on its external website, which includes comprehensive information related to the Company's ESG practices, policies, and disclosures. Further, in 2020, we appointed our first Chief Sustainability Officer who is responsible for managing our sustainability program, which includes understanding and managing reputation risk. In addition to internal roles that are dedicated to understanding and managing our performance and potential risks, we also engaged outside parties to support our community engagement as well as our overall sustainability program.

Comment

Identifier
Risk 2

Where in the value chain does the risk driver occur?
Direct operations

Risk type & Primary climate-related risk driver

Emerging regulation	Mandates on and regulation of existing products and services

Primary potential financial impact
Increased indirect (operating) costs

Climate risk type mapped to traditional financial services industry risk classification
<Not Applicable>

Company-specific description
We are subject to environmental laws and regulations that affect our operations including air emissions and the increased use of clean energy technologies. Compliance

with future environmental mandates could be costly and time consuming, may require installation of additional emission controls, result in longer permitting timelines, and substantially increase our capital expenditures and operating costs, which would adversely impact our business. For example, if a carbon tax or carbon pricing is enacted, our operating costs would increase to cover our 1,886,260 metric tons of CO2e Scope 1 and 2 emissions (for 2020). Laws and regulations require us to obtain permits, and to comply with a variety of environmental requirements to construct new pipelines and operate our pipeline assets. Given the linear nature of our pipeline assets, the permitting and construction duration is typically longer than non-linear assets. The longer duration presents an elevated risk to new or changing environmental regulations that could be enacted during the permitting and/or construction cycle, or challenges may be made to approvals during our permitting process. For example, one of our joint venture projects had certain regulatory authorizations stayed in 2020, which led to increased construction costs and a delay in the targeted in-service date. To address climate change concerns, states may enact new or more stringent greenhouse gas emissions regulations prior to federal action. For example, ten northeastern states and Virginia participate in the Regional Greenhouse Gas Initiative (RGGI), aimed at reducing carbon dioxide emissions from power plants. Pennsylvania, which is home to our headquarters and many of our assets, is not a current member of RGGI, but may soon join. If Pennsylvania joins RGGI, there may be changes in natural gas demand, which could affect our producer customers, and require additional compliance obligations for capture and use of GHGs, which could have an adverse effect on our business, financial condition, results of operations, and liquidity. We foresee potential risks from actions that while regulatorily and legally compliant, may not be reconciled with emerging concepts of environmental stewardship and ESG leadership.

Time horizon
Medium-term

Likelihood
About as likely as not

Magnitude of impact
Medium-high

Are you able to provide a potential financial impact figure?
Yes, an estimated range

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
1886000

Potential financial impact figure – maximum (currency)
96199000

Explanation of financial impact figure
The potential cost of carbon varies in the many marketplaces and online resources. Assuming the cost of carbon ranges from $1/metric ton CO2e up to $51/metric ton CO2e, which was based on the “Technical Support Document: Social Cost of Carbon, Methane, and Nitrous Oxide” published by the United States Government’s Interagency Working Group on Social Cost of Greenhouse Gases in February 2021, the potential financial impact would range from approximately $1,886,000 to $96,199,000 for the 1,886,260 metric tons of CO2e for 2020 Scope 1 and 2 emissions.

Cost of response to risk

Description of response and explanation of cost calculation
To manage potential risks from climate-related policies, we engage with and educate state and federal regulators during the rule-making processes to advocate for sensible regulations on methane and carbon emissions. We monitor relevant legislation and regulatory initiatives to assess the potential impact on our operations. We also have set voluntary reduction targets to reduce GHG emissions, including methane, from our facilities to potentially reduce costs related to the possibility of future regulation of GHG emissions from the natural gas industry. In January 2021 we published our initial Climate Policy, which acknowledges the reality of climate change as one of the most critical issues today and outlines our aspirations to reduce our carbon footprint. We have implemented programs designed to help reduce methane and other greenhouse gas emissions from our operations to meet these voluntary reduction targets. Our current efforts to reduce methane emissions include: • conducting leak detection and repairs at facilities; • reducing blowdowns by scheduling multiple maintenance activities during a single shutdown period; • replacing high-bleed pneumatic devices with low-bleed pneumatic devices; and • replacing gas-driven pneumatics with instrument air systems. In addition, we are reviewing operational practices that can be implemented to reduce emissions as well as evaluating other existing technologies and emerging technologies that can reduce our carbon impact. Lastly, in support of climate change legislation, Equitrans supported industry methane reduction efforts by formally opposing the EPA's proposed rollback of methane regulations in 2020 and reaffirmed its opposition in 2021.

Comment

Identifier
Risk 3

Where in the value chain does the risk driver occur?
Direct operations

Risk type & Primary climate-related risk driver

Acute physical	Increased severity and frequency of extreme weather events such as cyclones and floods

Primary potential financial impact
Increased capital expenditures

Climate risk type mapped to traditional financial services industry risk classification
<Not Applicable>

Company-specific description
It is understood that GHG emissions contribute to global climate change. Climate impacts, such as increasing temperatures, changing weather patterns, and more frequent or intense floods and storms can pose serious challenges for our facilities, supply chains, employees, current and potential customers, and the communities in which we operate. In particular, our operations are primarily focused in the Appalachian Basin, which is a rain-susceptible region. Severe and repeated rainfall events above and beyond historical estimates and magnitudes could damage our physical assets, both during and immediately following the weather events, especially for facilities located in low-lying areas near streams and riverbanks and for pipelines situated in landslide-prone and rain susceptible regions. If weather events cause problems with our assets, it could adversely affect us, including by impacting our ability to transport natural gas for our customers. We may not be able to pass on the resultant higher costs to our customers or recover all costs related to mitigating these physical risks or repairing damage due to such events. Given the topography of our operating area, our pipelines could potentially be affected by slips as extreme rainfall and snowmelt events increase. Slips occur when land shifts from a stable to an unstable condition, which could potentially affect the integrity of our pipe. An unstable condition is caused by excessive rainfall or snowmelt loosening the soil either underground or on top of our pipelines. Prior to commencing construction, we analyze the proposed pipeline site with ground and aerial surveys, historic landslide mapping, and soils maps to identify landslide-

prone soils, which helps to minimize risk of slippage and environment disturbance. We are currently monitoring approximately 730 locations to evaluate the potential for slides. Additionally, the physical impacts of climate change including variable effects of changing climate patterns could impact the demand for energy in the regions we currently and plan to serve in the short term. For example, extreme warm weather in the winter months may lead to decreased natural gas usage, which may affect our results of operations. Conversely, extreme warmer weather during summer and fall months may increase the need for energy supply to provide for air conditioning and other infrastructure services to communities.

Time horizon
Long-term

Likelihood
More likely than not

Magnitude of impact
Medium

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
We are not reporting a financial impact figure currently.

Cost of response to risk

Description of response and explanation of cost calculation
In connection with its risk management process, Equitrans has identified the potential increased severity and frequency of weather events due to climate change as a risk to our operations and facilities. Administrative controls to address significant weather events include: 24-hour Gas Control Center monitoring of weather conditions and facility Emergency Response and Crisis Management Plans that include response for weather events. We have also modified our design and maintenance procedures to attempt to mitigate risk from extreme weather events. For example, we account for more frequent storms with higher precipitation when designing assets and conduct inspections to help identify assets that could be impacted by landslides. Specifically, we utilize proactive and preventative measures to prevent slope failures that could have negative environmental consequences. Equitrans' Engineering Slope Design Program helps us proactively identify areas where there is potential for a slope failure to occur. Once an at-risk area is identified, we install preventative measures intended to maintain the stability of the slope.

Comment

C2.4

(C2.4) Have you identified any climate-related opportunities with the potential to have a substantive financial or strategic impact on your business?
Yes

C2.4a

(C2.4a) Provide details of opportunities identified with the potential to have a substantive financial or strategic impact on your business.

Identifier
Opp1

Where in the value chain does the opportunity occur?
Direct operations

Opportunity type
Energy source

Primary climate-related opportunity driver
Use of lower-emission sources of energy

Primary potential financial impact
Other, please specify (Conversion of compressors from gas to electric)

Company-specific description
Equitrans is analyzing the electrification of our compressor stations to reduce Scope 1 and 2 emissions to meet a Science-Based Targets. Our current deployment of compressor stations employs natural gas turbines for a variety of reasons. 1) We have a direct and reliable supply of natural gas to the compressor stations from our transmission pipelines. 2) The natural gas energy supply does not require the construction and permitting of additional infrastructure (electrical lines, substations). 3) The resourcing of power from local power generators on the available grid does not offer a more positive reduction of GHG emissions as the fuel source for local power generators is primarily coal or natural gas. For example, based on 2019 eGRID data, approximately 37% of the electricity in RFCW subregion was generated using coal, which has higher GHG emissions than natural gas combustion. While Equitrans may achieve a net reduction on certain Scope 1 emissions through electrification, we may observe a proportionate net gain on our Scope 2 emissions, which totaled 17,714 metric tons CO2e in 2020.

Time horizon
Long-term

Likelihood
More likely than not

Magnitude of impact

Medium

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
Candidates for electrification were evaluated for feasibility based on engine type, size, location, local, state and federal permitting, distance to the power grid, current generation or system mix by fuel type, and anticipated/transitioned system mix by fuel type. Compressor stations with high 2019 greenhouse gas emissions, reciprocating engines, and located within five miles of a power grid or transmission line were prioritized and estimated for retrofit.

Cost to realize opportunity
116000000

Strategy to realize opportunity and explanation of cost calculation
Equitrans is analyzing the electrification of our compressor stations to reduce Scope 1 and 2 emissions to meet a Science-Based Targets. Our current deployment of compressor stations employs natural gas turbines for a variety of reasons. 1) We have a direct and reliable supply of natural gas to the compressor stations from our transmission pipelines. 2) The natural gas energy supply does not require the construction and permitting of additional infrastructure (electrical lines, substations). 3) The resourcing of power from local power generators on the available grid does not offer a more positive reduction of GHG emissions as the fuel sources for local power generators is primarily coal or natural gas. The cost to realize the opportunity is the approximate total additional capital costs to replace existing compressors with electric-driven units instead of natural gas-fired units at eight of our transmission stations. The approximate cost includes the capital cost for purchasing electric motors and installing required electrical infrastructure along with ongoing maintenance cost for ten years. The costs do not include the required purchase of electricity or fuel for the units.

Comment
While Equitrans may achieve a net reduction on certain Scope 1 emissions through electrification, we may observe a proportionate net gain in our Scope 2 GHG emissions because the fuel source for local power generators is primarily coal or natural gas, and so do not currently offer a more positive reduction of greenhouse gas emissions. For example, based on 2019 eGRID data, approximately 37% of the electricity in RFCW subregion was generated using coal, which has higher GHG emissions than natural gas combustion. While Equitrans may achieve a net reduction of Scope 1 emissions through electrification, we may observe a proportionate net gain on our Scope 2 emissions, which totaled 17,714 metric tons CO2e in 2020. We will continue to engage with the power generation industry in West Virginia, Ohio, and Pennsylvania to promote a transition to lower-carbon fuel sources to help reduce Scope 2 emission impacts.

Identifier
Opp2

Where in the value chain does the opportunity occur?
Upstream

Opportunity type
Energy source

Primary climate-related opportunity driver
Use of lower-emission sources of energy

Primary potential financial impact
Returns on investment in low-emission technology

Company-specific description
Equitrans is a midstream gathering and transmission pipeline company that delivers gas from natural gas producers to the producer's customers using our asset and infrastructure base. Since Equitrans does not own or acquire the natural gas, we have limited options for deploying Renewable Natural Gas (RNG) to address our greenhouse gas emissions. Equitrans is investigating the opportunities that may be derived from RNG as we transition our business strategy to lower carbon options. RNG is any pipeline compatible gaseous fuel derived from biogenic or other renewable sources. RNG has lower lifecycle GHG emissions than conventional natural gas. Equitrans is evaluating whether we can deploy RNG to reduce our own emissions (Scope 1 and 2). For example, Equitrans is evaluating whether we can substitute RNG for natural gas in turbines and engines (either directly or by purchasing equivalent volumes and adding them to the system) to reduce Scope 1 emissions or the environmental attributes associated with RNG can be acquired to offset Equitrans' other emissions. For Scope 2, Equitrans is evaluating whether we can source electricity generated by RNG to reduce Equitrans' emissions from purchased electricity.

Time horizon
Medium-term

Likelihood
About as likely as not

Magnitude of impact
Medium-low

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
Equitrans cannot offer an estimate at this time because we are in the early stages of our evaluation and many of the economic impacts are greatly impacted by external

factors, availability of the resource, infrastructure and permitting, and ability of end-users to employ RNG. Equitrans has evaluated current estimates of RNG production costs for anaerobic digestion projects to range between $10-$33/MMBtu, depending on the feedstock and other variables. Equitrans has estimated costs for thermal gasification to be higher, in the range of $17-$44/MMBtu. Equitrans has estimated RNG from power-to-gas (P2G) costs (including electrolyzer and methanation systems) in the range of $32-$38/MMBtu. Equitrans expects these pathways to decline due to technology improvements and economies of scale and opportunities to increase due to the emerging market for renewable thermal credits (e.g., the environmental attributes of RNG).

Cost to realize opportunity
3800000

Strategy to realize opportunity and explanation of cost calculation
Equitrans is a midstream pipeline company that delivers gas from natural gas producers to the producer's customers using our asset and infrastructure base. Since Equitrans does not own or acquire the natural gas, we have limited options for deploying RNG to address our greenhouse gas emissions. Equitrans is investigating the opportunities that may be derived from RNG as we transition our business strategy to lower carbon options. RNG is any pipeline compatible gaseous fuel derived from biogenic or other renewable sources. RNG has lower lifecycle GHG emissions than conventional natural gas. Equitrans is evaluating whether we can deploy RNG to reduce our own emissions (Scope 1 and 2). For example, Equitrans is evaluating whether we can substitute RNG for natural gas in turbines and engines (either directly or by purchasing equivalent volumes and adding them to the system) to reduce Scope 1 emissions or the environmental attributes associated with RNG can be acquired to offset Equitrans' other emissions. For Scope 2, Equitrans is evaluating whether we can source electricity generated by RNG to reduce Equitrans' emissions from purchased electricity.

Comment
Equitrans is evaluating RNG costs and impacts which are greatly impacted by external factors including the availability of the resources, infrastructure and permitting, and the ability of end-users to employ RNG. Current estimates of RNG production costs for anaerobic digestion projects range between $10-$33/MMBtu, depending on the feedstock and other variables. Equitrans has estimated costs for thermal gasification to be higher, in the range of $17-$44/MMBtu. Equitrans has estimated RNG from P2G costs (including electrolyzer and methanation systems) in the range of $32-$38/MMBtu. Equitrans expects these pathways to decline due to technology improvements and economies of scale and opportunities to increase due to the emerging market for renewable thermal credits.

Identifier
Opp3

Where in the value chain does the opportunity occur?
Direct operations

Opportunity type
Energy source

Primary climate-related opportunity driver
Use of lower-emission sources of energy

Primary potential financial impact
Increased revenues resulting from increased demand for products and services

Company-specific description
Equitrans is currently evaluating the opportunity to generate clean power derived from waste heat captured from the turbine exhaust streams in our compressor stations and deliver it to the local power distribution grid (Heat Capture). Equitrans believes that existing technology can be used to adapt turbines at Equitrans compressor stations in Pennsylvania, West Virginia, and Ohio to achieve significant generation potential. The variability of the opportunity is based on several factors including the size of the compressor station, load profile, the location and proximity to the power grid, and local and state regulations regarding power generation. Equitrans is evaluating this opportunity for heat capture to generate increased revenues or cost savings, renewable energy certificates, enhanced value chain supply, and decarbonized power generation. Equitrans is actively engaged with a power utility on the PJM grid and planning a scaled approach to deployment of this climate-related opportunity. For example, we worked with the utility in 2020 to identify specific compressor stations where this could be employed. Based on this analysis two compressor stations, one in Pennsylvania and one in Ohio, were identified as potential candidates for further evaluation for a pilot project. Pending final approvals and negotiations, Equitrans plans to deploy the first use of this technology at one compressor station in 2022.

Time horizon
Medium-term

Likelihood
Very likely

Magnitude of impact
Low

Are you able to provide a potential financial impact figure?
Yes, an estimated range

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
1100000

Potential financial impact figure – maximum (currency)
2400000

Explanation of financial impact figure
These financial impact calculations are based on a project capacity that is less than 10 MW using a range of estimated PJM based power purchase agreement costs. This project will allow Equitrans to evaluate feasibility in terms of construction, operation, and environmental/cost impact. A successful pilot would position Equitrans for further development and deployment on a larger scale for greater impact in terms of financial and GHG impact. The financial impact range is the projected annual cost savings realized through a power purchase agreement based on the typical costs of purchasing electricity from the grid.

Cost to realize opportunity
50000

Strategy to realize opportunity and explanation of cost calculation
Equitrans is considering partnering with an established waste heat recovery company that will engineer, design, and operate the waste heat recovery facility and manage contractual arrangements for the sale of electricity through the power grid. This lower risk arrangement will allow Equitrans to evaluate this new opportunity while minimizing initial capital expenditures and developing in-house knowledge. This estimated cost to realize the opportunity assumes zero capital cost for equipment, construction or real estate, and minimal expense for environmental or engineering consultants. A successful implementation of the small-scale project would empower Equitrans to pursue

additional opportunities to generate electricity from waste heat capture at Equitrans' other compressor facilities.

Comment

In 2020 we evaluated options to use waste heat exhaust for electricity generation and elected to pursue this lower risk arrangement which will allow Equitrans to evaluate this new opportunity while minimizing initial capital expenditures and developing in-house knowledge. A successful implementation of the small-scale project would empower Equitrans to pursue additional opportunities to generate electricity from waste heat capture at Equitrans' other compressor facilities.

C3. Business Strategy

C3.1

(C3.1) Have climate-related risks and opportunities influenced your organization's strategy and/or financial planning?

Yes

C3.1b

(C3.1b) Does your organization intend to publish a low-carbon transition plan in the next two years?

	Intention to publish a low-carbon transition plan	Intention to include the transition plan as a scheduled resolution item at Annual General Meetings (AGMs)	Comment
Row 1	No, we do not intend to publish a low-carbon transition plan in the next two years	<Not Applicable>	Equitrans is committed to developing a low-carbon transition plan and we are evaluating the steps needed to develop and publish a low-carbon transition plan. This evaluation includes conducting the requisite modeling or other analyses to align with the Task Force on Climate-related Financial Disclosures and a 2°C, or lower, scenario. Given the complexity involved in these analyses, the low-carbon transition plan will likely not be completed in time to be published in 2022. In the interim we have taken other steps and commitments to transition to a low-carbon economy. For example, we have initiated immediate reductions in methane emissions that will be achieved in 2021 and we are implementing changes to our operational standards focused on reducing GHG emissions. We have formally stated our aspirations, as published in our Climate Policy, to aggressively reduce methane emissions and GHGs. To maintain progress with these aspirations, we created a GHG reduction team in 2020 to evaluate and implement projects to reduce GHG emissions through operational changes and equipment replacements.

C3.2

(C3.2) Does your organization use climate-related scenario analysis to inform its strategy?

No, but we anticipate using qualitative and/or quantitative analysis in the next two years

C3.2b

(C3.2b) Why does your organization not use climate-related scenario analysis to inform its strategy?

Equitrans is committed to developing a low-carbon transition plan and we are currently evaluating the steps needed to develop and publish a low-carbon transition plan. This evaluation includes considering conducting the requisite modeling or other analyses to align with the Task Force on Climate-related Financial Disclosures and a 2°C, or lower, scenario. Given the complexity involved in these analyses, the low-carbon transition plan will likely not be completed in time to be published in 2022. In the interim we have taken other steps and commitments to transition to a low-carbon economy. For example, we have initiated immediate reductions in methane emissions that will be achieved in 2021 and we are implementing changes to our operational standards focused on reducing GHG emissions. We have formally stated our aspirations, as published in our Climate Policy, which outlines our aspirations to aggressively reduce methane emissions and GHGs. To maintain progress with these aspirations, we created a GHG reduction team in 2020 to evaluate and implement projects to reduce GHG emissions through operational changes and equipment replacements.

C3.3

(C3.3) Describe where and how climate-related risks and opportunities have influenced your strategy.

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
Products and services	Yes	We continue to evaluate opportunities to consider long-term adjustments to products and services to meet the growing expectations for transition to a lower-carbon economy. We have the opportunity to directly support the transition to lower-carbon fuels by providing our natural gas to customers to replace higher emitting coal- and oil-fired combustion sources. Our assets are located within the prolific shale plays of the Appalachian Basin, which allow us to provide lower-carbon, domestic energy to growing population and demand centers in the Mid-Atlantic, Northeast, and Midwest areas of the United States. We also try to identify local customers to reduce the transportation length and time to customers, which can help reduce fugitive emissions. As the transition from higher-emitting fossil fuels to natural gas is currently ongoing, and will likely continue to occur in future years, climate-related risks for our products impacts our short-term, medium-term, and long-term strategy planning. For example, Equitrans has increased our focus on proximity to existing electric grid for our compressor stations to allow for installation of electric-driven rather than gas-driven turbines to reduce our Scope 1 GHG emissions.
Supply chain and/or value chain	Evaluation in progress	We monitor our value chain for new ways to enhance our climate performance, including being mindful of our downstream demand for natural gas as well as maintaining relationships with our customers. We also identify climate-related risks and opportunities when selecting suppliers for our own projects and operations. For example, we seek to provide opportunities for businesses local to our operating areas to bid for work to reduce the carbon emissions from transporting materials to project sites. We are evaluating options to better understand our supply chain's climate program and procedures. As a starting point, we are developing a supplier code of conduct, which will be completed and distributed to suppliers in 2021, to outline supplier ESG expectations.
Investment in R&D	Evaluation in progress	Equitrans has focused a significant portion of our overall R&D efforts on climate-related risks. First, we established our R&D Committee to evaluate and develop potential areas for sustainability investment and research, including investment to mitigate climate risks and take advantage of climate-related business opportunities. This committee is also developing a protocol for analyzing the cost of carbon and carbon benefits for use throughout the Company using metrics of internal rate of return on both financial and GHG mitigation. Second, Equitrans conducted several low-carbon R&D evaluations on specific climate change opportunities including the commercial and technical feasibility of producing hydrogen using a combination of photovoltaic solar panels and electrolysis, which would then be injected into the gas transmission system. Another example of our increased focus in this area, during 2020, we researched feasibility and completed a project to install a Smartflower solar installation to provide electricity for a meter and regulating station in Pennsylvania. The success of this pilot installation in 2020 allowed us to deploy this solar technology at two additional sites in 2021.
Operations	Yes	The potential climate risks caused by reputation concern and emerging climate regulation (as reported in C2.3a Risks 1 and 2) have impacted our strategy to operate our business. In particular, we have made changes and plan to make changes in seeking to operate as efficiently as possible while minimizing emissions. We are seeking ways to enhance our operational performance through more efficient sources of energy and mitigating methane leaks from our pipelines. We incorporate Leak Detection and Repair (LDAR) at all federally regulated sites to reduce volatile organic compound (VOC) and hazardous air pollutant (HAP) emissions. At sites which do not have a federal mandate, Equitrans is voluntarily performing LDAR surveys annually. We participate in the Our Nation's Energy Future (ONE Future) Coalition and the Interstate Natural Gas Association of America (INGAA) Methane Committee to collaborate with our peers to determine best practices to reduce GHG emissions. We complete inspections to determine pipeline integrity status and conduct surveys to identify emissions leaks above those required by the EPA and Pipeline and Hazardous Materials Safety Administration to improve the safety of our operations and reduce our carbon emissions. In addition, we have changed our strategy and scheduling for maintenance activities to complete multiple maintenance activities during a single shutdown. This reduces the number of blowdown events and associated GHG emissions prior to maintenance activities. The most substantial strategic decisions we have made to mitigate risk is setting voluntary emission reduction targets. In the near-term, we are completing voluntary equipment replacements, including replacing high-bleed pneumatics with low-bleed pneumatics or replacing gas-driven pneumatics with instrument air systems, to improve our performance while simultaneously reducing emissions. In addition to the immediate options we are taking to incorporate climate-change risks into our operations, we are also developing strategies to reduce GHG emissions in the future to meet the emission reduction goals outlined in C4.1a. Given that there are immediate implications for our strategy as well as future planning implications, the short-term, medium-term, and long-term time horizons are all applicable for this business area.

C3.4

(C3.4) Describe where and how climate-related risks and opportunities have influenced your financial planning.

	Financial planning elements that have been influenced	Description of influence
Row 1	Capital expenditures	The potential climate risks from our GHG emissions has led to changes in planning for our capital expenditures. Our approach to manage our risk due to our emissions is to efficiently operate by conducting routine maintenance and equipment upgrades. Further, we have implemented changes in our design standards for new facilities, such as utilizing air-driven systems and controllers instead of gas-driven devices, to reduce emissions. In addition, we are evaluating potential expenditures in new technologies and approaches to manage our climate risk. As an example of our investment, we established an annual methane reduction goal in 2020 to be completed in 2021. In 2020, we budgeted approximately $5,600,000 to replace gas-driven pneumatic systems with air-driven systems and replace a percentage of our high-bleed pneumatics with low-bleed pneumatics in 2021, which is estimated to reduce our methane emissions by approximately 1,100 metric tons compared to 2019. The facilities identified for equipment replacement were selected to maximize emissions reductions. While this calendar year initiative represented a short-term financial influence, our GHG emissions reductions are also influencing our medium-term and long-term capital expenditures. Equitrans intends to announce methane specific and total GHG emission reduction commitments in the second half of 2021. We intend to account for additional capital expenditures for emission reduction projects in our financial planning to meet these commitments. Going forward, we will be incorporating the cost of carbon into the evaluation of our capital projects to further incorporate potential climate risks into our financial planning.

C3.4a

(C3.4a) Provide any additional information on how climate-related risks and opportunities have influenced your strategy and financial planning (optional).

Not answered since it is optional.

C4. Targets and performance

C4.1

(C4.1) Did you have an emissions target that was active in the reporting year?

Absolute target

C4.1a

(C4.1a) Provide details of your absolute emissions target(s) and progress made against those targets.

Target reference number
Abs 1

Year target was set
2020

Target coverage
Company-wide

Scope(s) (or Scope 3 category)
Scope 1+2 (location-based)

Base year
2019

Covered emissions in base year (metric tons CO2e)
276868

Covered emissions in base year as % of total base year emissions in selected Scope(s) (or Scope 3 category)
15.54

Target year
2030

Targeted reduction from base year (%)
50

Covered emissions in target year (metric tons CO2e) [auto-calculated]
138434

Covered emissions in reporting year (metric tons CO2e)
265690

% of target achieved [auto-calculated]
8.07460594940549

Target status in reporting year
New

Is this a science-based target?
No, but we anticipate setting one in the next 2 years

Target ambition
<Not Applicable>

Please explain (including target coverage)
Equitrans began developing this emission reduction target in 2020 and it is reflected in the Company's initial Climate Policy, which was approved by the Board of Directors in December 2020. Our aspiration to reduce our Scope 1 and 2 methane emissions 50% by 2030 was not publicly announced until the January 2021 publication of our Climate Policy. As such, while we were engaged in targeted actions to reduce emissions prior to 2021, the specific actions taken to make progress towards the stated emission reduction goals began in 2021. In 2020, Equitrans created a multi-disciplinary methane reduction committee to evaluate opportunities to reduce methane emissions, calculate the costs to enact these opportunities, and develop a plan to implement the projects to meet the 2030 methane reduction goal. This methane reduction plan, which will be completed in 2021, will outline the steps needed to meet the 2030 goal.

Target reference number
Abs 2

Year target was set
2020

Target coverage
Company-wide

Scope(s) (or Scope 3 category)
Scope 1+2 (location-based)

Base year
2019

Covered emissions in base year (metric tons CO2e)
1780910

Covered emissions in base year as % of total base year emissions in selected Scope(s) (or Scope 3 category)
100

Target year
2040

Targeted reduction from base year (%)
50

Covered emissions in target year (metric tons CO2e) [auto-calculated]
890455

Covered emissions in reporting year (metric tons CO2e)

1886260

% of target achieved [auto-calculated]
-11.8310302036599

Target status in reporting year
New

Is this a science-based target?
No, but we anticipate setting one in the next 2 years

Target ambition
<Not Applicable>

Please explain (including target coverage)
Equitrans began developing this emission reduction target in 2020 and it is reflected in the Company's initial Climate Policy, which was approved by the Board of Directors in December 2020. Our aspiration to reduce our total Scope 1 and 2 GHG emissions 50% by 2040 was not publicly announced until the January 2021 publication of our Climate Policy. While we were engaged in targeted actions to reduce emissions prior to 2021, the specific actions taken to make progress towards the stated emission reduction goals began in 2021. In 2020, Equitrans created a multi-disciplinary methane reduction committee to evaluate opportunities to reduce methane emissions, calculate the costs to enact these opportunities, and develop a plan to implement the projects to meet the 2030 methane reduction goal, which in turn will contribute towards meeting the 2040 GHG reduction goal. This methane reduction plan, which will be completed in 2021, will outline the steps needed to meet the 2030 goal. The methane reduction plan will also contribute towards progress of the total GHG reduction goal. After completion of the methane reduction plan, the committee will begin to evaluate initiatives to reduce CO2 and other GHG emissions.

Target reference number
Abs 3

Year target was set
2020

Target coverage
Company-wide

Scope(s) (or Scope 3 category)
Scope 1

Base year
2019

Covered emissions in base year (metric tons CO2e)
64788

Covered emissions in base year as % of total base year emissions in selected Scope(s) (or Scope 3 category)
3.67

Target year
2021

Targeted reduction from base year (%)
40

Covered emissions in target year (metric tons CO2e) [auto-calculated]
38872.8

Covered emissions in reporting year (metric tons CO2e)
67145

% of target achieved [auto-calculated]
-9.09504846576526

Target status in reporting year
New

Is this a science-based target?
No, but we anticipate setting one in the next 2 years

Target ambition
<Not Applicable>

Please explain (including target coverage)
Equitrans formulated an interim methane goal in 2020, which was reviewed and approved in 2021, to reduce annualized methane emissions from pneumatic devices by 40% in 2021 (excluding MVP and Eureka Midstream Holdings, LLC) as part of the company-wide short-term incentive program. Further information was previously provided in the response to Question C1.3. Pneumatic devices were selected for this goal as they were one of the largest sources of methane emissions during the 2019 baseline year. Assuming achievement in 2021, this reduction will account for an approximately 11% reduction in total methane emissions when compared to 2019.

C4.2

(C4.2) Did you have any other climate-related targets that were active in the reporting year?
Net-zero target(s)

C4.2c

(C4.2c) Provide details of your net-zero target(s).

Target reference number
NZ1

Target coverage
Company-wide

Absolute/intensity emission target(s) linked to this net-zero target
Abs1

Target year for achieving net zero
2050

Is this a science-based target?
No, but we anticipate setting one in the next 2 years

Please explain (including target coverage)
Equitrans began developing this emission reduction target in 2020 and it is reflected in the Company's initial Climate Policy, which was approved by the Board of Directors in December 2020. Our aspiration to have net zero carbon emissions by 2050 was publicly announced in January 2021 with the publication of our Climate Policy. As such, while we were engaged in targeted actions to reduce emissions prior to 2021, the specific actions taken to reduce emissions to make progress towards the stated emission reduction goals began in 2021. In 2020, Equitrans created a multi-disciplinary methane reduction committee to evaluate opportunities to reduce methane emissions, calculate the costs to enact these opportunities, and develop a plan to implement the projects to meet the 2030 methane reduction goal. This methane reduction plan, which will be completed in 2021, will outline the steps needed to meet the 2030 goal of reducing methane 50%, as compared to 2019 levels, which in turn will contribute towards meeting the 2050 net zero goal. After completion of the methane reduction plan, the committee will begin to evaluate initiatives to reduce CO2 and other GHG emissions.

C-OG4.2d

(C-OG4.2d) Indicate which targets reported in C4.1a/b incorporate methane emissions, or if you do not have a methane-specific emissions reduction target for your oil and gas activities, please explain why not and forecast how your methane emissions will change over the next five years.

As a natural gas infrastructure company, we understand the impact the methane in our natural gas has on climate change. As such, we have developed both methane and total GHG emission reduction projects to reduce our emissions and thus reduce our impact on climate change. Absolute target 1 (Abs1) (50% reduction in Scope 1+2 methane emissions by 2030) and absolute target 3 (Abs3) (40% reduction in Scope 1 methane emissions from pneumatic devices by 2021) were directly set to reduce methane emissions. As methane emissions account for approximately 15.5% of the total Scope 1 and 2 GHG emissions in our 2019 baseline year, methane emission reductions are also needed to meet absolute target 2 (Abs2) (50% reduction in Scope 1+2 total GHG emissions by 2040).

We also participate in industry partnerships that develop best management practices for reducing or eliminating methane emissions. For example, in 2019, Equitrans joined Our Nation's Energy Future (ONE Future), which is a coalition of more than 30 natural gas companies that have committed to implementing performance-based approaches to reduce methane emissions to 1% or less of total produced natural gas by 2025. The collective ONE Future companies emitted less than 1% of total natural gas produced in 2020 and Equitrans also met the goal based on our Company-specific emissions.

C4.3

(C4.3) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.
Yes

C4.3a

(C4.3a) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation	1	
To be implemented*	1	99657
Implementation commenced*	1	30451
Implemented*	0	0
Not to be implemented	0	

C4.3b

(C4.3b) Provide details on the initiatives implemented in the reporting year in the table below.

Initiative category & Initiative type

Fugitive emissions reductions	Oil/natural gas methane leak capture/prevention

Estimated annual CO2e savings (metric tonnes CO2e)
30451

Scope(s)
Scope 1

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
0

Investment required (unit currency – as specified in C0.4)
5600000

Payback period
No payback

Estimated lifetime of the initiative
1-2 years

Comment
In 2020, Equitrans began planning a project to replace existing pneumatic devices with lower emitting sources or to install instrument air systems. All equipment will be installed in 2021 at a cost of approximately $5,600,000. Upon completion, this replacement will reduce CO2e emissions by approximately 30,451 metric tons.

C4.3c

(C4.3c) What methods do you use to drive investment in emissions reduction activities?

Method	Comment
Compliance with regulatory requirements/standards	Equitrans works to utilize environmental best management practices throughout all aspects of our operations and we seek to meet or exceed all applicable compliance regulations. Our commitment to compliance serves as a key tenant of our corporate culture, and we offer transparency when interacting with local, state, and federal authorities. We routinely track and evaluate all emerging and changing regulations and permit requirements that may impact Equitrans' business and operations. Equitrans is subject to multiple regulations that require monitoring and reporting of GHGs. We comply with all applicable requirements of 40 CFR 60 Subpart OOOOa, including LDAR monitoring to prevent and reduce leaks. We also prepare GHG inventories for facilities that emit more than 25,000 metric tons of CO2e per year to comply with 40 CFR 98 Subpart W.
Dedicated budget for other emissions reduction activities	At the end of 2020, Equitrans allocated approximately $5,600,000 in the 2021 budget to meet the methane reduction targets in the STIP. This budget will be used in 2021 to replace existing high-bleed pneumatic devices with low-bleed pneumatic devices as well as replacing gas-driven pneumatics with instrument air systems.

C4.5

(C4.5) Do you classify any of your existing goods and/or services as low-carbon products or do they enable a third party to avoid GHG emissions?
No

C-OG4.6

(C-OG4.6) Describe your organization's efforts to reduce methane emissions from your activities.

Equitrans implements several techniques to reduce or eliminate methane emissions and has implemented these actions since Equitrans was established as an independent company in November 2018. One of the main ways Equitrans reduces GHG emissions is through our Leak Detection and Repair (LDAR) team. The team looks for natural gas leaks using an infrared camera and, when found, acts quickly to repair any leaking components or areas. Equitrans documents all leaks and checks each repaired leak to ensure our pipeline integrity. LDAR programs are implemented at all compressor stations and dehydration facilities subject to 40 CFR 60, Subpart OOOOa. At sites which do not have a federal mandate, Equitrans is voluntarily performing LDAR surveys annually. Given the key role the LDAR program plays in methane reduction, in 2020, Equitrans supported industry methane reduction efforts by formally opposing the EPA's proposed rollback of methane regulations in the New Source Performance Standards (NSPS) Subpart OOOOa, including the LDAR requirements, and reaffirmed its opposition in 2021.

Equitrans routinely schedules blowdowns or venting of accumulated gas not suitable for production. Before venting excess gas into the atmosphere, where possible, Equitrans first recycles the discharge gas at our compressor stations. To recycle the gas safely, Equitrans utilizes suction pressure. The pressure of suction is less than pipeline pressures, ensuring the discharge gas moves into compressors, rather than the atmosphere.

New compressor stations prevent natural gas from emitting into the atmosphere through pneumatic controllers that operate with instrument air systems rather than natural gas, to further limit GHG emissions. Older pneumatic controllers can bleed over six standard cubic feet of methane per hour. Equitrans proactively replaces old pneumatic controllers with newer ones to limit excess emissions. For example, Equitrans formulated an interim methane goal in 2020, which was reviewed and approved in 2021, to reduce annualized methane emissions from pneumatic devices by 40% in 2021 (excluding MVP and Eureka Midstream Holdings, LLC) as part of the Company-wide Short-Term Incentive Plan. We are replacing high-bleed pneumatics with low-bleed pneumatics and replacing gas-driven pneumatics with instrument air systems in 2021 and, as of the submittal of this response in July 2021, we are on track to reach the 40% goal. Assuming achievement in 2021, this reduction will account for an approximately 11% reduction in total methane emissions when compared to 2019.

Equitrans also practices "work stacking" as a method to reduce emissions by limiting the number of required station shutdowns. This process is the "stacking" of maintenance and outage activities that would typically require multiple blowdowns but are planned and executed concurrently to reduce the number of shutdowns.

Another method Equitrans utilizes to reduce emissions is hot tapping. This is the process of connecting new pipelines to pressurized pipelines while allowing gas to continue to flow during the procedure. Hot tapping allows gas to remain with the pipe, eliminating the need for the pipeline to be blown down and vent emissions to the atmosphere.

In addition, we established a methane committee in 2020 to allow a multi-disciplinary team to identify further emission reduction projects. Finally, Equitrans participates in organizations, such as INGAA and ONE Future, to collaborate with peers to determine best practices for reducing methane emissions.

C-OG4.7

(C-OG4.7) Does your organization conduct leak detection and repair (LDAR) or use other methods to find and fix fugitive methane emissions from oil and gas production activities?

Yes

C-OG4.7a

(C-OG4.7a) Describe the protocol through which methane leak detection and repair or other leak detection methods, are conducted for oil and gas production activities, including predominant frequency of inspections, estimates of assets covered, and methodologies employed.

While Equitrans does not operate assets in the natural gas production segment as defined in 40 CFR 98, we do incorporate LDAR activities in our natural gas gathering, transmission compression, and storage assets. We understand the importance LDAR serves in preventing and eliminating leaks, and thus methane emissions. Equitrans supported industry methane reduction efforts by formally opposing the EPA's proposed rollback of NSPS Subpart OOOOa methane regulations, including those related to the LDAR program at transmission and storage stations, in 2020 and reaffirmed its opposition in 2021.

One of the main ways Equitrans reduces GHG emissions is through our LDAR team. The team looks for natural gas leaks using an infrared camera and, when found, acts quickly to repair any leaking components or areas. Equitrans documents all leaks and checks each repaired leak to ensure our pipeline integrity. Equitrans conducts both regulatory and voluntary LDAR programs. The regulatory LDAR program includes facilities subject to the 40 CFR 60 Subpart OOOOa requirements. These facilities consist of both compressor stations and dehydration facilities. Regulatory LDAR surveys are generally conducted quarterly for compressor stations and semi-annually for dehydration facilities associated with a nearby well pad. Equitrans has also committed to conduct voluntary LDAR surveys of its compressor stations that do not have applicable regulatory LDAR requirements. These voluntary surveys are completed annually. Both LDAR programs combined ensure that 100% of the compressor stations and dehydration facilities are surveyed at least once per year.

C-OG4.8

(C-OG4.8) If flaring is relevant to your oil and gas production activities, describe your organization's efforts to reduce flaring, including any flaring reduction targets.

Equitrans does not operate in the natural gas production segment as defined in 40 CFR 98. While not as prevalent as in the production segment, flaring is minimally utilized in our gathering and transmission activities. Flaring is only used on an as needed basis and all flares that are currently in operation are installed to meet permitting requirements for VOC limits.

C5. Emissions methodology

C5.1

(C5.1) Provide your base year and base year emissions (Scopes 1 and 2).

Scope 1

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
1764567

Comment

Scope 2 (location-based)

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
16343

Comment

Scope 2 (market-based)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

C5.2

(C5.2) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.
The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)
US EPA Mandatory Greenhouse Gas Reporting Rule
US EPA Emissions & Generation Resource Integrated Database (eGRID)

C6. Emissions data

C6.1

(C6.1) What were your organization's gross global Scope 1 emissions in metric tons CO2e?

Reporting year

Gross global Scope 1 emissions (metric tons CO2e)
1868546

Start date
January 1 2020

End date
December 31 2020

Comment
The scope 1 inventory was developed using the GHG Reporting Protocol following the operational control approach. Emissions are calculated following the requirements in the EPA GHG Mandatory Reporting Rule.

Past year 1

Gross global Scope 1 emissions (metric tons CO2e)
1764567

Start date
January 1 2019

End date
December 31 2019

Comment
The scope 1 inventory was developed using the GHG Reporting Protocol following the operational control approach. Emissions are calculated following the requirements in the EPA GHG Mandatory Reporting Rule.

C6.2

(C6.2) Describe your organization's approach to reporting Scope 2 emissions.

Row 1

Scope 2, location-based
We are reporting a Scope 2, location-based figure

Scope 2, market-based
We have no operations where we are able to access electricity supplier emission factors or residual emissions factors and are unable to report a Scope 2, market-based figure

Comment

C6.3

(C6.3) What were your organization's gross global Scope 2 emissions in metric tons CO2e?

Reporting year

Scope 2, location-based
17714

Scope 2, market-based (if applicable)
<Not Applicable>

Start date
January 1 2020

End date
December 31 2020

Comment
The scope 2 inventory was developed using the GHG Reporting Protocol following the operational control approach. Emissions are calculated using the EPA eGRID emissions factors for the RFCW subregion.

Past year 1

Scope 2, location-based
16343

Scope 2, market-based (if applicable)
<Not Applicable>

Start date
January 1 2019

End date
December 31 2019

Comment
The scope 2 inventory was developed using the GHG Reporting Protocol following the operational control approach. Emissions are calculated using the EPA eGRID emissions factors for the RFCW subregion.

C6.4

(C6.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1 and Scope 2 emissions that are within your selected reporting boundary which are not included in your disclosure?

No

C6.5

(C6.5) Account for your organization's gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

Evaluation status

Relevant, not yet calculated

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

The emissions from purchased goods have not been calculated, but are not anticipated to be material when compared to the emissions from the use of sold products.

Capital goods

Evaluation status

Relevant, not yet calculated

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

The emissions from capital goods, such as purchased pipe, have not been calculated, but are not anticipated to be material when compared to the emissions from the use of sold products.

Fuel-and-energy-related activities (not included in Scope 1 or 2)

Evaluation status

Relevant, not yet calculated

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

The GHG emissions associated with transmission and distribution losses of purchased electricity have not been calculated, but are not anticipated to be material.

Upstream transportation and distribution

Evaluation status

Relevant, not yet calculated

Metric tonnes CO2e

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners

<Not Applicable>

Please explain

Waste generated in operations

Evaluation status
Relevant, not yet calculated

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
While this category has not been calculated, it is not anticipated that the emissions associated with waste generation will be significant given the type of operations and wastes generated.

Business travel

Evaluation status
Relevant, not yet calculated

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
The GHG emissions associated with business travel have not been calculated, but are not anticipated to be material given that our operations are located in adjacent states where travel, when needed, is typically smaller distances.

Employee commuting

Evaluation status
Relevant, not yet calculated

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
The GHG emissions associated with employee commuting have not been calculated, but are not anticipated to be material given that many of our employees worked from home during mid-March to December 2020.

Upstream leased assets

Evaluation status
Relevant, not yet calculated

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
While this category has not been calculated, it is not anticipated that the emissions associated with the cooling of the assets we lease will be relevant compared to the emissions from the use of sold products.

Downstream transportation and distribution

Evaluation status
Relevant, not yet calculated

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain

Processing of sold products

Evaluation status
Not relevant, explanation provided

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
Our product, natural gas, is primarily combusted as an energy source by our customers with no further processing. The emissions associated with processing of sold products are expected to be very minimal. Therefore, the emissions are zero (0). The emissions associated with the combustion of our products are included in the “use of sold products category.”

Use of sold products

Evaluation status
Relevant, calculated

Metric tonnes CO2e
213436783

Emissions calculation methodology
Scope 3 emissions are other indirect emissions which occur in the value chain. Our Scope 3 GHG emissions assume all gas delivered by Equitrans is combusted. Our Scope 3 emissions calculations included zero (0) values for PFCs, SF6, and NF3.

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain

End of life treatment of sold products

Evaluation status
Not relevant, explanation provided

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
Our product, natural gas, is primarily combusted as an energy source by our customers with no further processing. There is also no further disposal of the product since it is combusted. The emissions associated with end of life treatment of sold products is expected be very minimal. Therefore, the emissions are zero (0).

Downstream leased assets

Evaluation status
Not relevant, explanation provided

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
We do not lease facilities or other assets to third parties, so this category is not relevant. Therefore, the emissions are zero (0).

Franchises

Evaluation status
Not relevant, explanation provided

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
We do not operate franchises, so this category is not relevant. Therefore, the emissions are zero (0).

Investments

Evaluation status
Not relevant, explanation provided

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
We do not have any investment, so this category is not relevant. Therefore, the emissions are zero (0).

Other (upstream)

Evaluation status

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain

Other (downstream)

Evaluation status

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain

C6.7

(C6.7) Are carbon dioxide emissions from biogenic carbon relevant to your organization?
No

C6.10

(C6.10) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.

Intensity figure
0.482

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)
1886260

Metric denominator
unit of service provided

Metric denominator: Unit total
3915402

Scope 2 figure used
Location-based

% change from previous year
7.9

Direction of change
Decreased

Reason for change
Natural gas throughput, in mmscf, (denominator) increased by 15% from 2019 to 2020 and the combined Scope 1 and 2 CO2e emissions (numerator) increased approximately 6% from 2019 to 2020. While the emissions did increase, the overall intensity decreased due to the larger natural gas throughput. As a midstream natural gas company, our mission is to conserve as much gas, and thus methane, in our pipelines to deliver to our customers. As part of this mission, we take several steps to reduce methane leaks and other direct and indirect emission of methane, including the initiative to reduce emissions from pneumatic devices outlined in C4.3b. The largest driver of the intensity reduction in 2020 was overall management of our assets, including improved tracking, monitoring, and record keeping for blowdowns.

C-OG6.12

(C-OG6.12) Provide the intensity figures for Scope 1 emissions (metric tons CO2e) per unit of hydrocarbon category.

Unit of hydrocarbon category (denominator)
Million cubic feet of natural gas

Metric tons CO2e from hydrocarbon category per unit specified
0.48

% change from previous year
8

Direction of change
Decreased

Reason for change
Natural gas throughput (denominator) increased by 15% from 2019 to 2020 and the Scope 1 CO2e emissions (numerator) increased approximately 6% from 2019 to 2020. While the emissions did increase, the overall intensity decreased due to the larger natural gas throughput.

Comment
The intensity is calculated by dividing the Scope 1 metric tons CO2e by the total throughput (mmscf) of natural gas.

C-OG6.13

(C-OG6.13) Report your methane emissions as percentages of natural gas and hydrocarbon production or throughput.

Oil and gas business division
Midstream

Estimated total methane emitted expressed as % of natural gas production or throughput at given division
0.012

Estimated total methane emitted expressed as % of total hydrocarbon production or throughput at given division
0.012

Comment
The percentage is calculated by dividing the Scope 1 mmscf methane emitted by the mmscf throughput of natural gas. As Equitrans only transports natural gas, the values for natural gas production and total hydrocarbon production are equal.

C7. Emissions breakdowns

C7.1

(C7.1) Does your organization break down its Scope 1 emissions by greenhouse gas type?
Yes

C7.1a

(C7.1a) Break down your total gross global Scope 1 emissions by greenhouse gas type and provide the source of each used greenhouse warming potential (GWP).

Greenhouse gas	Scope 1 emissions (metric tons of CO2e)	GWP Reference
CO2	1593692	IPCC Fifth Assessment Report (AR5 – 100 year)
CH4	265641	IPCC Fifth Assessment Report (AR5 – 100 year)
N2O	863	IPCC Fifth Assessment Report (AR5 – 100 year)
HFCs	8350	IPCC Fifth Assessment Report (AR5 – 100 year)
PFCs	0	IPCC Fifth Assessment Report (AR5 – 100 year)
SF6	0	IPCC Fifth Assessment Report (AR5 – 100 year)
NF3	0	IPCC Fifth Assessment Report (AR5 – 100 year)

C-OG7.1b

(C-OG7.1b) Break down your total gross global Scope 1 emissions from oil and gas value chain production activities by greenhouse gas type.

Emissions category
Combustion (excluding flaring)

Value chain
Midstream

Product
Gas

Gross Scope 1 CO2 emissions (metric tons CO2)
1481800

Gross Scope 1 methane emissions (metric tons CH4)
27.8

Total gross Scope 1 emissions (metric tons CO2e)
1483340

Comment
Scope 1 emissions are calculated following the guideline in 40 CFR 98.

Emissions category
Flaring

Value chain
Midstream

Product
Gas

Gross Scope 1 CO2 emissions (metric tons CO2)
111771

Gross Scope 1 methane emissions (metric tons CH4)
915

Total gross Scope 1 emissions (metric tons CO2e)
137506

Comment
Scope 1 emissions are calculated following the guideline in 40 CFR 98. These totals include emissions from all tank and dehydrator flares.

Emissions category
Venting

Value chain
Midstream

Product
Gas

Gross Scope 1 CO2 emissions (metric tons CO2)
29.9

Gross Scope 1 methane emissions (metric tons CH4)
2326

Total gross Scope 1 emissions (metric tons CO2e)
65166

Comment
Scope 1 emissions are calculated following the guideline in 40 CFR 98. These totals include emissions from blowdowns.

Emissions category
Fugitives

Value chain
Midstream

Product
Gas

Gross Scope 1 CO2 emissions (metric tons CO2)
79.3

Gross Scope 1 methane emissions (metric tons CH4)
6150

Total gross Scope 1 emissions (metric tons CO2e)
172286

Comment
Scope 1 emissions are calculated following the guideline in 40 CFR 98. These totals include emissions from pneumatics.

Emissions category
Process (feedstock) emissions

Value chain
Midstream

Product
Gas

Gross Scope 1 CO2 emissions (metric tons CO2)
0

Gross Scope 1 methane emissions (metric tons CH4)
0

Total gross Scope 1 emissions (metric tons CO2e)
0

Comment
Scope 1 emissions are calculated following the guideline in 40 CFR 98. There are no feedstock emissions.

Emissions category
Other (please specify) (Dehydrators, storage, tanks)

Value chain
Midstream

Product
Gas

Gross Scope 1 CO2 emissions (metric tons CO2)
12.1

Gross Scope 1 methane emissions (metric tons CH4)
67.4

Total gross Scope 1 emissions (metric tons CO2e)
10248

Comment
The other category includes emissions from storage fields, dehydrators, and tanks (not including associated flaring control devices).

C7.2

(C7.2) Break down your total gross global Scope 1 emissions by country/region.

Country/Region	Scope 1 emissions (metric tons CO2e)
United States of America	1868546

C7.3

(C7.3) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.
By activity

C7.3c

(C7.3c) Break down your total gross global Scope 1 emissions by business activity.

Activity	Scope 1 emissions (metric tons CO2e)
Gathering and Boosting	1562242
Transmission and Storage	306303

C-CE7.4/C-CH7.4/C-CO7.4/C-EU7.4/C-MM7.4/C-OG7.4/C-ST7.4/C-TO7.4/C-TS7.4

(C-CE7.4/C-CH7.4/C-CO7.4/C-EU7.4/C-MM7.4/C-OG7.4/C-ST7.4/C-TO7.4/C-TS7.4) Break down your organization's total gross global Scope 1 emissions by sector production activity in metric tons CO2e.

	Gross Scope 1 emissions, metric tons CO2e	Net Scope 1 emissions , metric tons CO2e	Comment
Cement production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Chemicals production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Coal production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Electric utility activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Metals and mining production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (upstream)	0	<Not Applicable>	Equitrans does not complete upstream work.
Oil and gas production activities (midstream)	1868546	<Not Applicable>	All Equitrans emissions are associated with midstream work.
Oil and gas production activities (downstream)	0	<Not Applicable>	Equitrans does not complete downstream work.
Steel production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport OEM activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport services activities	<Not Applicable>	<Not Applicable>	<Not Applicable>

C7.5

(C7.5) Break down your total gross global Scope 2 emissions by country/region.

Country/Region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)	Purchased and consumed electricity, heat, steam or cooling (MWh)	Purchased and consumed low-carbon electricity, heat, steam or cooling accounted for in Scope 2 market-based approach (MWh)
United States of America	17714		33208	0

C7.6

(C7.6) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

By activity

C7.6c

(C7.6c) Break down your total gross global Scope 2 emissions by business activity.

Activity	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Office activities	2480	
Operation activities	15234	

C-CE7.7/C-CH7.7/C-CO7.7/C-MM7.7/C-OG7.7/C-ST7.7/C-TO7.7/C-TS7.7

(C-CE7.7/C-CH7.7/C-CO7.7/C-MM7.7/C-OG7.7/C-ST7.7/C-TO7.7/C-TS7.7) Break down your organization's total gross global Scope 2 emissions by sector production activity in metric tons CO2e.

	Scope 2, location-based, metric tons CO2e	Scope 2, market-based (if applicable), metric tons CO2e	Comment
Cement production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Chemicals production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Coal production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Metals and mining production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (upstream)	0		Equitrans does not complete upstream work.
Oil and gas production activities (midstream)	17714		All Equitrans emissions are associated with midstream work.
Oil and gas production activities (downstream)	0		Equitrans does not complete downstream work.
Steel production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport OEM activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport services activities	<Not Applicable>	<Not Applicable>	<Not Applicable>

C7.9

(C7.9) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Increased

C7.9a

(C7.9a) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year.

	Change in emissions (metric tons CO2e)	Direction of change	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	0	No change	0	There were no changes to renewable energy consumption that led to changes in Scope 1 and 2 emissions.
Other emissions reduction activities	11261	Decreased	0.6	Equitrans implemented automated technology improvements and additional software upgrades to achieve improvements in tracking compressor blowdowns and calculating resulting emissions. The emissions value was calculated by dividing the 11,261 metric tons due to technology improvements by the total 2019 scope 1 & 2 emissions (1,780,910 metric tons CO2e) to obtain a 0.6% decrease in emissions.
Divestment	0	No change	0	There were no divestments in 2020 that led to an emissions change.
Acquisitions	0	No change	0	There were no acquisitions in 2020 that led to an emissions change.
Mergers	0	No change	0	There were no mergers in 2020 that led to an emissions change.
Change in output	94440	Increased	5.3	The primary cause of the overall emissions increase was an increase in natural gas throughput in 2020. Additional fuel combustion was required to operate equipment necessary to move natural gas because of increased natural gas throughput. The emissions value was calculated by dividing the 94,440 metric tons due to increased combustion by the total 2019 scope 1 & 2 emissions (1,780,910 metric tons CO2e) to obtain an approximately 5.3% increase in emissions.
Change in methodology	0	No change	0	
Change in boundary	0	No change	0	
Change in physical operating conditions	0	No change	0	
Unidentified	0	No change	0	
Other	22171	Increased	1.2	There was a total increase in Scope 1 and 2 emissions of 105,350 metric tons of CO2e in 2020. There was an additional 22,171 metric ton increase after accounting for the 94,440 metric ton increase in combustion and 11,261 metric ton decrease due to improved blowdown tracking technology. This overall increase was caused by a variety of small changes. The emissions value was calculated by dividing the 22,171 metric tons by the total 2019 scope 1 & 2 emissions (1,780,910 metric tons CO2e) to obtain a 1.2% increase in emissions.

C7.9b

(C7.9b) Are your emissions performance calculations in C7.9 and C7.9a based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Location-based

C8. Energy

C8.1

(C8.1) What percentage of your total operational spend in the reporting year was on energy?

More than 0% but less than or equal to 5%

C8.2

(C8.2) Select which energy-related activities your organization has undertaken.

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	Yes
Consumption of purchased or acquired electricity	Yes
Consumption of purchased or acquired heat	Yes
Consumption of purchased or acquired steam	No
Consumption of purchased or acquired cooling	Yes
Generation of electricity, heat, steam, or cooling	Yes

C8.2a

(C8.2a) Report your organization's energy consumption totals (excluding feedstocks) in MWh.

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	HHV (higher heating value)	0	69775	69775
Consumption of purchased or acquired electricity	<Not Applicable>	0	32044	32044
Consumption of purchased or acquired heat	<Not Applicable>	0	192559	192559
Consumption of purchased or acquired steam	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired cooling	<Not Applicable>	0	1164	1164
Consumption of self-generated non-fuel renewable energy	<Not Applicable>	0	<Not Applicable>	0
Total energy consumption	<Not Applicable>	0	295542	295542

C8.2b

(C8.2b) Select the applications of your organization's consumption of fuel.

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	Yes
Consumption of fuel for the generation of heat	Yes
Consumption of fuel for the generation of steam	No
Consumption of fuel for the generation of cooling	No
Consumption of fuel for co-generation or tri-generation	No

C8.2c

(C8.2c) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Fuels (excluding feedstocks)
Natural Gas

Heating value
HHV (higher heating value)

Total fuel MWh consumed by the organization
20950

MWh fuel consumed for self-generation of electricity
1345

MWh fuel consumed for self-generation of heat
665

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self-cogeneration or self-trigeneration
<Not Applicable>

Emission factor
53.11

Unit
kg CO2e per million Btu

Emissions factor source
EPA GHG Mandatory Reporting Rule (40 CFR 98 Subpart C Tables C-1 and C-2)

Comment
Natural gas is used throughout our operations for multiple purposes.

Fuels (excluding feedstocks)
Propane Gas

Heating value
HHV (higher heating value)

Total fuel MWh consumed by the organization
37

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
0

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self-cogeneration or self-trigeneration
<Not Applicable>

Emission factor
63.11

Unit
kg CO2e per million Btu

Emissions factor source
EPA GHG Mandatory Reporting Rule (40 CFR 98 Subpart C Tables C-1 and C-2)

Comment
Propane is used for heating purposes.

Fuels (excluding feedstocks)
Diesel

Heating value
HHV (higher heating value)

Total fuel MWh consumed by the organization
31795

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
0

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self-cogeneration or self-trigeneration
<Not Applicable>

Emission factor
74.2

Unit
kg CO2e per million Btu

Emissions factor source
EPA GHG Mandatory Reporting Rule (40 CFR 98 Subpart C Tables C-1 and C-2)

Comment
Diesel is used for vehicle fueling.

Fuels (excluding feedstocks)
Other, please specify (Motor gasoline)

Heating value
HHV (higher heating value)

Total fuel MWh consumed by the organization
16992

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
0

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self-cogeneration or self-trigeneration
<Not Applicable>

Emission factor
70.46

Unit
kg CO2e per million Btu

Emissions factor source
EPA GHG Mandatory Reporting Rule (40 CFR 98 Subpart C Tables C-1 and C-2)

Comment
Gasoline is used for vehicle fueling.

C8.2d

(C8.2d) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.

	Total Gross generation (MWh)	Generation that is consumed by the organization (MWh)	Gross generation from renewable sources (MWh)	Generation from renewable sources that is consumed by the organization (MWh)
Electricity	1345	1345	0	0
Heat	665	665	0	0
Steam	0	0	0	0
Cooling	0	0	0	0

C9. Additional metrics

C9.1

(C9.1) Provide any additional climate-related metrics relevant to your business.

C-CE9.6/C-CG9.6/C-CH9.6/C-CN9.6/C-CO9.6/C-EU9.6/C-MM9.6/C-OG9.6/C-RE9.6/C-ST9.6/C-TO9.6/C-TS9.6

(C-CE9.6/C-CG9.6/C-CH9.6/C-CN9.6/C-CO9.6/C-EU9.6/C-MM9.6/C-OG9.6/C-RE9.6/C-ST9.6/C-TO9.6/C-TS9.6) Does your organization invest in research and development (R&D) of low-carbon products or services related to your sector activities?

	Investment in low-carbon R&D	Comment
Row 1	Yes	Equitrans conducted several R&D investments in 2020 ranging from costs of employee labor to research the feasibility of potential projects to funding project development. One example of a project researched by employees was the commercial and technical feasibility of producing hydrogen using a combination of photovoltaic solar panels and electrolysis, which would then be injected into the gas transmission compression system. After initial research, Equitrans applied for a grant to complete a pilot project. In addition, during 2020, we researched feasibility and completed a project to install a Smartflower solar installation to provide electricity for a meter and regulating station in Pennsylvania. The success of this pilot installation in 2020 allowed us to deploy this solar technology at two additional sites in 2021. In 2021 and beyond, Equitrans plans to evaluate additional projects related to hydrogen generation, waste heat capture, and other low-carbon projects that will be further detailed in future CDP responses.

C-CO9.6a/C-EU9.6a/C-OG9.6a

(C-CO9.6a/C-EU9.6a/C-OG9.6a) Provide details of your organization's investments in low-carbon R&D for your sector activities over the last three years.

Technology area	Stage of development in the reporting year	Average % of total R&D investment over the last 3 years	R&D investment figure in the reporting year (optional)	Comment
Renewable energy	Small scale commercial deployment	≤20%		In 2020, Equitrans evaluated the feasibility of incorporating solar energy technology into our operations. The investments included labor hours researching the technology options and siting locations. We completed a project to install a Smartflower solar installation to provide electricity for a meter and regulating station in Pennsylvania. The success of this pilot installation in 2020 allowed us to deploy this solar technology at two additional sites in 2021. Going forward, we will be researching the feasibility of incorporating solar energy technology at our facilities with larger energy demands.
Hydrogen	Basic academic/theoretical research	≤20%		One example of a project researched by employees was the commercial and technical feasibility of producing hydrogen using a combination of photovoltaic solar panels and electrolysis, which would then be injected into the gas transmission compression system. After initial research, Equitrans applied for a grant to complete further research related to the production, delivery, and storage of hydrogen.

C10. Verification

C10.1

(C10.1) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	No third-party verification or assurance
Scope 2 (location-based or market-based)	No third-party verification or assurance
Scope 3	No third-party verification or assurance

C10.2

(C10.2) Do you verify any climate-related information reported in your CDP disclosure other than the emissions figures reported in C6.1, C6.3, and C6.5?
No, but we are actively considering verifying within the next two years

C11. Carbon pricing

C11.1

(C11.1) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?
No, and we do not anticipate being regulated in the next three years

C11.2

(C11.2) Has your organization originated or purchased any project-based carbon credits within the reporting period?
No

C11.3

(C11.3) Does your organization use an internal price on carbon?
No, but we anticipate doing so in the next two years

C12. Engagement

C12.1

(C12.1) Do you engage with your value chain on climate-related issues?
Yes, other partners in the value chain

C12.1d

(C12.1d) Give details of your climate-related engagement strategy with other partners in the value chain.

We engage with various stakeholders on climate change at least once per year through our Corporate Sustainability Report, which outlines our commitment to reducing GHG and the steps taken in the reporting year to achieve reductions. We also developed our Climate Policy in 2020, which was published on our website in January 2021, to outline our climate-related strategy.

We are evaluating mechanisms to incorporate sustainability topics, including climate-related issues, into our value chain. For example, we are developing a supplier code of conduct to formalize our sustainability expectations for our suppliers. In the future, we are considering surveying the supply base to better understand their sustainability practices and procedures. Following that process, we could consider requiring our suppliers to disclose their policies and procedures or other climate-related information.

We are also engaging in discussions with our natural gas suppliers and shippers to better understand their individual actions on climate-related issues related to the production of natural gas.

In addition to our publications, we engage with peer groups through trade industry groups to identify best practices to reduce GHG emissions and take other steps to reduce our climate impact. For example, we participate in the ONE Future Coalition, INGAA, and API Environmental Partnership. In 2020, an Equitrans employee who has a board-level position with INGAA participated and provided feedback during the development of their climate position and policy.

We understand the importance of engaging with policy makers so they are aware of the steps we are taking to reduce climate change impacts and to provide them with an understanding of our position on climate change policies and regulations. Equitrans became an independent company in late 2018 and began developing its ESG program and climate-change strategy in 2020 with the appointment of our CSO. Given that 2020 was our first year of developing our formal ESG program, coupled with impacts due to COVID-19, we were not able to meet with policy makers to discuss climate-related issues.

Although we did not directly engage with policy makers, we did evaluate new and changing policies. A clear example was demonstrated in the recent public debate regarding the EPA's methane regulations. Equitrans was in the process of developing our strategy and vision for our climate policy that was approved in 2020. As a point of influence policy, Equitrans took the public step to formally object to the efforts to lessen the requirements of methane regulations as applied to our industry. We reaffirmed this position in 2021 when the current administration announced plans to reestablish the higher level of methane regulations with a press release dated April 16, 2021, which is partially listed below.

"Equitrans Midstream Corporation (NYSE: ETRN) supports the U.S. oil and gas industry's ongoing efforts to reduce methane emissions and reaffirms its prior opposition to the U.S. Environmental Protection Agency's (EPA) rollback of methane regulations in 2020. ETRN supports H.J. Resolution 34, and S.J. Resolution 14 – providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Environmental Protection Agency relating to "Oil and Natural Gas Sector: Emission Standards for New, Reconstructed, and Modified Sources Review."

Equitrans President Diana Charletta was quoted in our public statement: "We must continue to push our industry forward in a meaningful way in order to effectuate real mitigation of climate change impacts, and we support approval of the methane resolution under the Congressional Review Act."

C12.3

(C12.3) Do you engage in activities that could either directly or indirectly influence public policy on climate-related issues through any of the following?

Trade associations

C12.3b

(C12.3b) Are you on the board of any trade associations or do you provide funding beyond membership?

Yes

C12.3c

(C12.3c) Enter the details of those trade associations that are likely to take a position on climate change legislation.

Trade association
Interstate Natural Gas Association of America (INGAA)

Is your position on climate change consistent with theirs?
Consistent

Please explain the trade association's position
INGAA outlined their climate position in their January 2021 publication "2021 Vision Forward: Addressing Climate Change Together". As America's energy leaders, INGAA's members recognize the need to build upon their efforts and to continue to act to address global climate change by advancing their commitment to minimize and reduce GHG emissions, including methane emissions. INGAA members are determined to lead the effort to modernize the nation's interstate natural gas delivery network infrastructure with a goal of reducing emissions and helping minimize the impact on climate. Their commitments will include an active effort to do even more to address climate change by supporting renewables, as well as new and innovative technologies and process enhancements that will further reduce emissions. Working together, INGAA is determined to support sound public policies that protect the environment while ensuring a safe, reliable, and resilient energy transmission system that provides the affordable energy to businesses and families.

How have you influenced, or are you attempting to influence their position?
We participated in the development of these climate positions through dedicated work group meetings. For example, our Chief Sustainability Officer is the Equitrans representative who has a board-level position with INGAA and directly participated and provided feedback during the development of their climate position and policy. In addition, two of our employees have the opportunity to provide input at technical and resource levels through their participation in INGAA's Environmental Workgroup.

Trade association
American Petroleum Institute (API)

Is your position on climate change consistent with theirs?
Consistent

Please explain the trade association's position
Per API's climate framework, they share with global leaders the goal of reduced emissions across the broader economy and, specifically, those from energy production, transportation and use by society. To achieve meaningful emissions reductions that meet the climate challenge, it will take a combination of policies, innovation, industry initiatives and a partnership of government and economic sectors. The objective is large enough that no single approach can achieve it. API has outlined five steps in their industry action plan: 1. Accelerate technology and innovation to reduce emissions while meeting growing energy needs; 2. Further mitigate emissions from operations to advance additional environmental progress; 3. Endorse a carbon price policy by government to drive economywide, market-based solutions; 4. Advance cleaner fuels to provide lower-carbon choices for consumers; and 5. Drive climate reporting to provide consistency and transparency.

How have you influenced, or are you attempting to influence their position?
We participated in the comment period for these commitments and shared our position during group meetings. In addition, two of our employees have the opportunity to provide input through their participation in API's Environmental Partnership and API's Clean Air Issues Group.

Trade association
ONE Future Coalition

Is your position on climate change consistent with theirs?
Consistent

Please explain the trade association's position
ONE Future is a unique coalition of leading companies who recognize that excessive methane emissions can potentially erode the benefits of natural gas relative to other fossil fuels and therefore prudent development and operations are vital to ensuring the industry can support the energy needs of the nation and the world in a sustainable manner, even in a low carbon economy. With operations across every part of the natural gas value chain, ONE Future are focused on identifying policy and technical solutions that yield continuous improvement in the management of methane emissions associated with the production, processing, transmission and distribution of natural gas.

How have you influenced, or are you attempting to influence their position?
We participated in the comment period for these commitments and shared our position during group meetings. An Equitrans employee serves on the board of ONE Future, which provides an opportunity to influence the climate position. In addition, two of our employees have the opportunity to provide input through their participation in ONE Future's Environmental Committee.

C12.3f

(C12.3f) What processes do you have in place to ensure that all of your direct and indirect activities that influence policy are consistent with your overall climate change strategy?

The appointment of our CSO, who also serves as Deputy General Counsel for company-wide Environmental & Regulatory matters, ensures that we have a comprehensive vision and voice to manage all external stakeholder issues, engagements with trade associations, and relevant government oversight functions. Our CSO also leads our ESG Committee and oversees our six ESG Working Groups, which allows a consistent ESG strategy to be implemented throughout our organization. Further, the CSO leads the review of our internal and external ESG messaging to ensure our climate change strategy and messaging are consistently delivered. This allows Equitrans to ensure consistency in our messaging.

A clear example was demonstrated in the recent public debate regarding the EPA's methane regulations. Equitrans was in the process of developing our strategy and vision for our climate policy that was approved in 2020. As a point of influence policy, Equitrans took the public step to formally object to the efforts to lessen the requirements of methane regulations as applied to our industry. We reaffirmed this position in 2021 when the current administration announced plans to re-establish the higher level of methane regulations with a press release dated April 16, 2021, which is partially listed below.

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Equitrans President Diana Charletta was quoted in our public statement: "We must continue to push our industry forward in a meaningful way in order to effectuate real mitigation of climate change impacts, and we support approval of the methane resolution under the Congressional Review Act."

Equitrans does have a process in place to ensure consistency of our activities and our external messaging to stakeholders as demonstrated above.

C12.4

(C12.4) Have you published information about your organization's response to climate change and GHG emissions performance for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Publication
In voluntary sustainability report

Status
Complete

Attach the document

Page/Section reference
Climate Change & GHG Emissions

Content elements
Governance
Strategy
Risks & opportunities
Emissions figures
Emission targets

Comment

C15. Signoff

C-FI

(C-FI) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.

None

C15.1

(C15.1) Provide details for the person that has signed off (approved) your CDP climate change response.

	Job title	Corresponding job category
Row 1	Chief Sustainability Officer	Chief Sustainability Officer (CSO)

Submit your response

In which language are you submitting your response?

English

Please confirm how your response should be handled by CDP

	I am submitting to	Public or Non-Public Submission
I am submitting my response	Investors	Public

Please confirm below

I have read and accept the applicable Terms