

Indicative Gas Transportation Charges

From 1st April, 2021

**For East of England, London, North West and
West Midlands Gas Distribution Networks**



Issued 2nd November 2020

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Introduction

This notice provides the indicative gas transportation charges that will apply from 1st April 2021 for the East of England, London, North West and West Midlands Gas Distribution Networks, in line with the Gas Transporter Licence requirement to provide 150 days' notice of such proposals. Notice of final gas distribution transportation charges will be published by 31st January 2021 in accordance with Gas Transporter Licence and Uniform Network Code requirements.

Cadent appreciates that customers value accurate and stable price signals via the indicative charge setting process. However, as we move between price controls there remains a level of uncertainty predominantly driven by the outcome of Final Determinations from Ofgem which are due to be published in December 2020. Therefore, variability between indicative and final charges are expected however the latest information has been utilised to provide the most informed and current view of charges for 2021/22.

With this in mind:

- Indicative charges are based on the latest available actual and forecast data for supply point capacity requirements, Allowed Revenue and collectable revenue forecast
- Analysis and explanation of the key factors that impact on annual price changes is provided
- Any potential areas of uncertainty ahead of final charge setting are highlighted
- A companion unit price schedule in spreadsheet format has been published alongside this notice.



Key: East of England (orange) London (red) North West (black) West Midlands (grey)

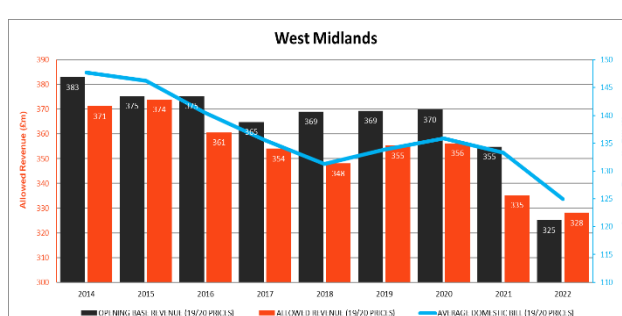
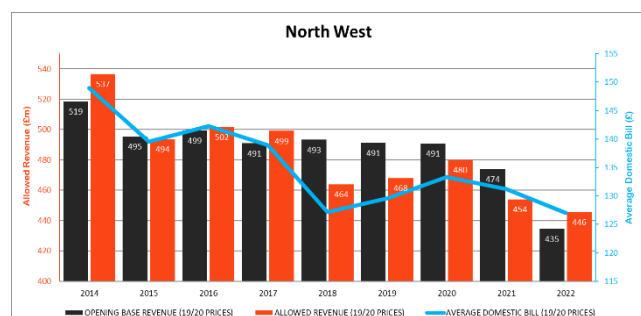
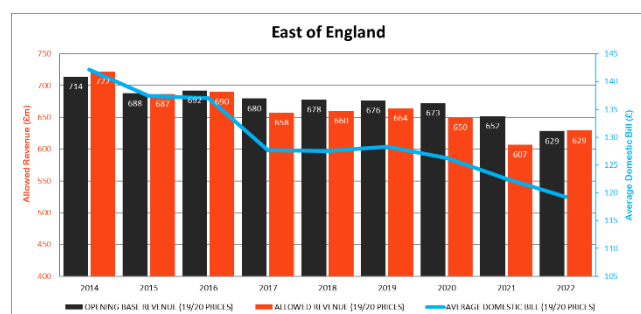
Table 1: Average Indicative Transportation Price Change from 1st April 2021

NETWORK	EAST OF ENGLAND	LONDON	NORTH WEST	WEST MIDLANDS
AGGREGATE PRICE CHANGE	+2.4%	+5.6%	(4.6%)	(4.6%)

The indicative price changes are driven by the year on year change in Maximum Allowed Revenue and movements in supply point peak capacity requirements. These are explained in further detail within this notice.

Average Domestic Bills

In terms of domestic customer bill impact, forecasts indicate a reduction in bills of around £16 (equivalent to 10%) in 2019/20 prices over the 8-years of RIIO-GD1. For the first year of RIIO-GD2 we currently forecast a £3 (equivalent to 2%) reduction in domestic bill against 2020/21. The graphs below illustrate actual and forecast base and Allowed Revenues, along with forecasts for impact to the average domestic bill over the eight-year period. For the first year of RIIO-GD2 the domestic bill impact is based on current forecast for Allowed Revenue.



Note: The methodology for calculation of average domestic bills is based on mean average consumption by supply point in the 0 to 73,200 kWh per annum load band. Given that transportation unit prices are driven by both changes to Allowed Revenues and average demand, this approach best emulates true network level variability. Additionally, numbers have been presented in 19/20 prices to isolate the real price impacts of the RIIO framework.

Average Indicative 2021/22 Price Change

A breakdown of the average indicative price change in gas distribution transportation charges from 1st April 2021 is shown in Table 2 below. The principal factors driving these changes are:

- The expected movement in Allowed Revenue between 2020/21 and 2021/22. The two key underlying variances are the forecast change in base revenue and inflationary increases to uplift to 2020/21 prices
- The vast majority of Gas Distribution charges are based on supply point peak day capacity requirements (SOQ). Supply point SOQs are influenced by underlying Annual Quantities (AQs), and for Class 3 and 4 sites, also by annual changes to EUC load factors. On average SOQs have reduced, so prices are increased to account for the lower charging base.
- Current year revenue collection has an impact on 2021/22 Allowed Revenues as prices are adjusted to offset any under/over collection from the prior year.

Table 2: 2021/22 average indicative price change (high level summary)

NETWORK	EAST OF ENGLAND	LONDON	NORTH WEST	WEST MIDLANDS
YEAR ON YEAR MOVEMENT IN ALLOWED REVENUE	+2.5%	+1.2%	(2.9%)	(3.1%)
CORRECTION FOR PRIOR YEAR UNDER RECOVERY	+0.4%	+0.3%	+0.4%	+0.4%
FORECAST IMPACT OF LOAD FACTORS ON SOQ	+0.6%	+4.7%	+0.2%	(1.0%)
FORECAST CHANGES IN AGGREGATE DEMAND	(1.0%)	(0.6%)	(2.3%)	(0.8%)
AGGREGATE PRICE CHANGE	+2.4%	+5.6%	(4.6%)	(4.6%)

The below table shows the movement in the aggregate price change from the September MOD0186. The changes are predominantly driven by the impact of new load factors on SOQ. The London network has the most pronounced movement driven by a change in the formula to calculate load factors and the new weather data set which increases load factors and therefore decreases SOQs resulting in a price increase.

More information is provided on page 10 to explain the movements in load factors.

Table 3: Movement in average price change since Sep-19 quarterly revenue forecast

NETWORK	EAST OF ENGLAND	LONDON	NORTH WEST	WEST MIDLANDS
SEP-20 MOD0186 PRICE CHANGE	+1.7%	+1.0%	(3.7%)	(3.9%)
AGGREGATE CHANGE IN DEMAND AND IMPACT OF LOAD FACTORS ON SOQ	+0.8%	+4.6%	(0.9%)	(0.6%)
NOV-20 INDICATIVE PRICE CHANGE	+2.4%	+5.6%	(4.6%)	(4.6%)

2021/22 Forecast Allowed Revenue

The movement in Allowed Revenue between 2020/21 and 2021/22 is one of the key factors contributing to the average indicative price change. Firstly, it is important to note that Allowed Revenue for 2021/22 will be subject to the outcome of Final Determinations from Ofgem in December 2020. The revenue forecast utilised for indicative charges is higher than the Draft Determination values provided by Ofgem in July 2020. Cadent's revenue forecast utilises the Totex values and capitalisation rates submitted as part of the December 2020 Business Plan. The forecast also includes the latest updates for Exit Capacity cost allowances (as per the outcome of the NTS Exit Capacity Charging methodology review) and Business Rates pass through items along with an updated view on inflation. Cadent are working with Ofgem to form a more aligned view on values in the coming months for the Final Determinations.

The key movements in revenue from 2020/21 are:

- A change in base revenue driving an increase in East of England and significant increase in London, where as in the North West and West Midlands it reduces Allowed Revenue. The increase in East of England and London is driven by increases in pass through allowances, debt return and net timing adjustments which is inclusive of MODt. With North West and West Midlands, the reductions are mainly impacted by lower equity return and Regulatory depreciation.
- Inflationary increases across all networks to uplift to 2021/22 prices which has been slightly offset by lagged inflation true up from 2019/20
- Cost pass through adjustments are lower in 2021/22 mainly due to the true up for NTS Pension costs ceasing to impact revenues in 2021/22. We see a more prominent negative impact in London due to a change in the allocation of business rates between networks in 2019/20 with London moving down and East of England's increasing. This results in lower adjustments for 2021/22 for the London network with the two-year lagged mechanism.

A trace between Allowed Revenues for 2020/21 and 2021/22 is shown in Table 4 on the following page. Further analysis of 2021/22 Allowed Revenue analysed by components can be found in **Appendix A**.

Table 4: Year on year movement in Allowed Revenue (£m)

NETWORK	EAST OF ENGLAND	LONDON	NORTH WEST	WEST MIDLANDS
2020-21 ALLOWED REVENUE	637.7	461.0	476.7	351.9
CHANGE IN BASE REVENUE	7.6	18.3	(12.3)	(8.0)
INFLATION - CPIH	12.6	12.7	11.5	9.8
LAGGED INFLATION TRUE UP*	(5.4)	(3.9)	(4.0)	(3.0)
COST PASS THROUGH	2.1	(21.1)	(9.0)	(7.8)
NETWORK INNOVATION ALLOWANCE	(1.1)	0.3	(0.5)	(0.3)
OUTPUT INCENTIVES	(0.9)	(0.6)	(0.7)	(0.6)
(OVER) / UNDER COLLECTION OF REVENUE B/F	1.1	(0.1)	1.1	(1.1)
2021-22 ALLOWED REVENUE	653.7	466.6	462.8	340.9
% CHANGE IN ALLOWED REVENUE	+2.5%	+1.2%	(2.9%)	(3.1%)

2020/21 Forecast Revenue Recovery

Current year revenue collection has a bearing on year-ahead price setting, as any over or under collection of revenue needs to be offset by re-basing the unit prices. In a current year under recovery situation, year ahead prices will need to be increased, and conversely in an over recovery situation, year ahead prices will need to be decreased. The reasons why under or over recovery may occur are:

- Changes in underlying demand conditions against those assumed at the point of price setting. This has materialised this year due to a Shipper Portfolio reshuffle resulting in lower AQs and SOQs and subsequently lower revenues
- Growth in Connected System Exit Points (CSEPs). A 3-year rolling average movement in demand has been adopted as a predictor for future demand conditions in this regard, but the extent to which actual growth matches this assumption will be a source of revenue collection variance.
- Special Condition 1B of the Gas Transporter Licence requires the use of best endeavours to not over recover beyond the Maximum Allowed Revenue set by the Licence. In practice, a low level of under recovery is targeted in price setting in order to discharge this obligation.
- Network Innovation spend has an impact on revenue collection as variances between actual spend and initial forecast (utilised in price setting) are accounted for within year.

Against the demand conditions that have materialised, current prices are slightly too low for all networks. Table 5 below shows the 2020/21 revenue collection forecast as at October 2020.

Table 5: Collected Revenue Forecast 2020/21

NETWORK	EAST OF ENGLAND	LONDON	NORTH WEST	WEST MIDLANDS
2020-21 ALLOWED REVENUE (£M)	637.7	461.0	476.7	351.9
2020-21 COLLECTED REVENUE FORECAST (£M)	635.4	459.4	474.9	350.6
FORECAST UNDER RECOVERY (£M)	(2.3)	(1.6)	(1.8)	(1.4)
FORECAST UNDER RECOVERY %	(0.4%)	(0.3%)	(0.4%)	(0.4%)

Changes in Aggregate Demand

As a consequence of Xoserve's Project Nexus implementation, AQs and SOQs will become largely fixed for a charging year based on a snapshot taken in December.

Rolling AQs have been monitored since 2020/21 prices were set to inform the indicative price process as robustly as possible. As at October 2020 a cumulative decrease in AQs has been observed in the East of England, London and West Midlands networks with an increase in the North West network (note that an **increase** in AQ will drive a **decrease** in unit prices and vice versa).

SOQs for Non-Daily Metered (NDM) sites are derived by Xoserve. This year (October 2020) there has been a change in the calculation of load factors which is used to derive the SOQ. This change was consulted upon and approved by DESC which has representation from the Shipper and Transporter community.

SOQs have decreased in the East of England and are significantly lower in London, where as North West and West Midlands show increases. Xoserve has advised that more pronounced changes in SOQs have been seen this year due to three key factors:

- The seasonal norm review resulted in changes in the formula to calculate peak load factors. The Composite Weather Variable (CWV) a component in the formula now includes Solar data. This gives better relationship between Gas demand and weather. The CWV also now includes an up to date view of climate change temperature increments. CWV is used to calculate the peak load factors which is part of the formula to calculate the SOQ
- Secondly new EUC codes have meant MPRNs fall into a different EUC codes and each EUC has a different peak load factor
- Finally load factors are derived based on 3 years of weather data, each year one year drops off and another is added. Changes in higher EUCs bands where there is less sample data means small changes can result in more weather sensitivity. Weather sensitivity plays apart in deriving the peak load factors. This factor has been key to the significant decrease seen in London.

The Cumulative Change in in AQs and SOQs can be seen in the Table 6 below.

Table 6: Cumulative Percentage Change in Rolling AQs and SOQs

CHANGE %	EAST OF ENGLAND	LONDON	NORTH WEST	WEST MIDLANDS
AQ	(1.5%)	(3.3%)	1.9%	(1.2%)
SOQ	(0.7%)	(5.1%)	1.0%	0.6%

Xoserve will provide a snapshot of AQs and SOQs in early December 2020, which will largely crystallise chargeable volumes for 2021/22. It is anticipated that final volume positions will be incorporated into the next MOD0186 by way of update ahead of final charge setting at the end of January 2021.

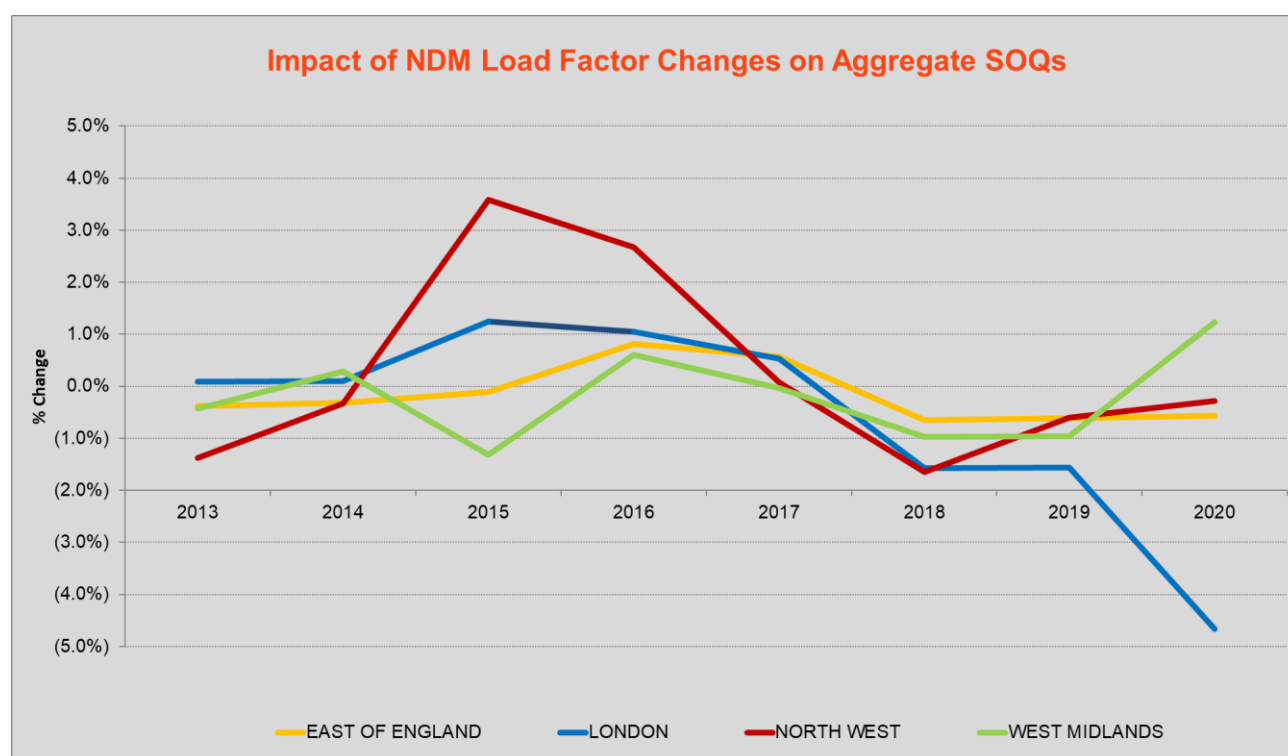
Impact of Changes to NDM Load Factors

Load factors are used to derive peak day capacity requirements (SOQs) for Meter Classes 3 and 4. These are published annually by Xoserve via the Demand Estimation Sub Committee (DESC). Previously, implementation of these at the commencement of each October gas year has been both a driver of in year over or under recovery risk, and an area of forecasting uncertainty for year-ahead price setting.

Following implementation of Project Nexus, the impact of annual load factor update on charging is deferred until the start of the following charging year, providing greater predictability and stability in charges.

Chart A below shows the estimated impact of load factor implementation on aggregate SOQs over the past 8 years (note this has an inverse impact on unit prices).

Chart A: Movement in Annual Load Factors



Uncertainties Ahead of Final Charge Setting

As we move between price controls uncertainty remains around the final Allowed Revenue value for 2021/22. The overarching driver for price changes will be the expected level of movement in Allowed Revenue between 2020/21 and 2021/22. The remaining areas of uncertainty at the point of indicative charge publication are:

- Allowed Revenue for 2021/22 will be dependent on Final Determinations from Ofgem which are due in December 2020. Significant movements in 2021/22 Allowed Revenue compared to the current forecast outlined above will create pronounced changes in the aggregate price change for each network
- November's forecast for the UK Economy from HM Treasury provides the basis for the annual inflation assumption. This converts Allowed Revenue into nominal terms using forecast RPI for this year and CPIH for subsequent years. The indicative pricing is based on HM Treasury's forecast in August 2020
- The adjustment to Allowed Revenue for 2021/22 (MODt) arising from Ofgem's Annual Iteration Process (AIP). Ofgem are in the process of reviewing the MODt adjustment for this year and up-dates will be provided for Final charge setting
- The revocation of supply licences may result in further claims under the Supplier of Last Resort (SoLR) process. Currently Ofgem have directed one SoLR claim for 2021/22 which has already been factored into Allowed Revenues. Should any further claims progress in sufficient time for final charge setting in January 2020, they can be accommodated within next years Allowed Revenue and unit price determinations
- Changes in aggregate demand: the bulk of transportation charges are driven by capacity. The indicatives have been based on October's view of demand with data provided by Xoserve. In the coming months we may see further fluctuations in demand as a result of COVID-19 among other factors. There could be a potential shift to higher domestic usage with people working from home over the Autumn and Winter period where gas usage is at its highest. In December a snapshot of demand will be taken by Xoserve, which will largely crystallise volumes for the next charging year. Final charges will be based on this December snapshot.

Charging Methodology

The current charging methodology outlined in the Uniform Network Code (UNC) requires revenue to be recovered to a pre-determined Distribution Network (DN) specific splits between System and Customer charges, and then a further 95/5 sub-split of System charges between Capacity and Commodity. The Customer element is comprised of Capacity and Fixed charges. Unit charges will need to be re-balanced between these categories, and at load band level. The indicative charges have been developed adhering to these UNC splits:

Table 7: Network Pre-determined Revenue Splits

NETWORK SPLITS (UNC TARGET)	EAST OF ENGLAND	LONDON	NORTH WEST	WEST MIDLANDS
LDZ SYSTEM REVENUE	70.5%	68.1%	73.7%	74.0%
LDZ CUSTOMER REVENUE	29.5%	31.9%	26.3%	26.0%
LDZ CAPACITY REVENUE	95.0%	95.0%	95.0%	95.0%
LDZ COMMODITY REVENUE	5.0%	5.0%	5.0%	5.0%

Contact Details

If you have any questions or require any further information in relation to this notice please contact a member of the Cadent Revenue and Pricing Team:

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Appendix A: 2021/22 Allowed Revenue (£m)

NETWORK	EAST OF ENGLAND	LONDON	NORTH WEST	WEST MIDLANDS
OPENING BASE REVENUE	633.7	455.0	443.6	336.4
PCFM ADJUSTMENT	22.5	6.0	9.9	2.2
RPI TRUE UP	(5.9)	(4.3)	(4.4)	(3.3)
BASE REVENUE	650.3	456.7	449.1	335.3
PASS THROUGH COSTS	(13.9)	(0.8)	0.5	(0.6)
EXIT CAPACITY INCENTIVE	8.0	3.6	5.8	1.9
SHRINKAGE INCENTIVE	0.4	0.4	0.3	0.3
ENVIRONMENTAL EMISSIONS INCENTIVE	3.0	3.7	2.8	3.8
BROAD MEASURE OF CUSTOMER SATISFACTION	3.3	1.4	2.1	0.6
NETWORK INNOVATION ALLOWANCE	2.1	2.1	1.6	1.2
STAKEHOLDER ENGAGEMENT	1.9	1.3	1.4	1.0
(OVER) / UNDER RECOVERY B/F	(1.4)	(1.8)	(0.8)	(2.6)
MAXIMUM ALLOWED REVENUE	653.7	466.6	462.8	340.9
COLLECTABLE REVENUE FORECAST	653.4	466.4	462.5	340.7
OVER / (UNDER) RECOVERY FORECAST	(0.3)	(0.2)	(0.4)	(0.1)
% OVER / UNDER RECOVERY	(0.1%)	(0.1%)	(0.1%)	(0.0%)

Appendix B: Indicative Transportation Unit Charge Rates from 1st April 2021

A supplementary accompanying spreadsheet with extractable unit rates has been produced. This can be found on the Joint Office of Gas Transporters website alongside this notice.

LDZ System Capacity Charges (Direct Connects & CSEPs)

NETWORK	EAST OF ENGLAND	LONDON	NORTH WEST	WEST MIDLANDS
CHARGE CODE: ZCA / 891 / 871	PENCE PER PEAK DAY KWH PER DAY			
UP TO 73,200 KWH PER ANNUM	0.1762	0.2114	0.2020	0.1845
73,200 KWH - 732,000 KWH PER ANNUM	0.1407	0.1886	0.1685	0.1664
732,000 KWH PER ANNUM AND ABOVE	0.8994 x SOQ ^ - 0.2155	1.2053 x SOQ ^ - 0.2133	1.3287 x SOQ ^ - 0.2483	2.0389 x SOQ ^ - 0.2817
SUBJECT TO A MINIMUM RATE OF	0.0172	0.0207	0.0187	0.0181
MINIMUM RATE APPLIES AT SOQ OF (KWH)	94,216,575	188,501,830	28,645,028	19,201,788

LDZ System Commodity Charges (Direct Connects & CSEPs)

NETWORK	EAST OF ENGLAND	LONDON	NORTH WEST	WEST MIDLANDS
CHARGE CODE: ZCO / 893 / 878	PENCE PER KWH			
UP TO 73,200 KWH PER ANNUM	0.0294	0.0335	0.0330	0.0321
73,200 KWH - 732,000 KWH PER ANNUM	0.0234	0.0298	0.0278	0.0288
732,000 KWH PER ANNUM AND ABOVE	0.1868 x SOQ ^ - 0.2376	0.1938 x SOQ ^ - 0.2147	0.2412 x SOQ ^ - 0.2586	0.3873 x SOQ ^ - 0.2911
SUBJECT TO A MINIMUM RATE OF	0.0026	0.0028	0.0029	0.0028
MINIMUM RATE APPLIES AT SOQ OF (KWH)	65,034,850	372,399,859	26,577,489	22,619,404

LDZ Customer Capacity Charges

NETWORK	EAST OF ENGLAND	LONDON	NORTH WEST	WEST MIDLANDS
CHARGE CODE: CCA / 872	PENCE PER PEAK DAY KWH PER DAY			
UP TO 73,200 KWH PER ANNUM	0.0973	0.1305	0.0938	0.0858
73,200 KWH - 732,000 KWH PER ANNUM	0.0032	0.0046	0.0029	0.0029
732,000 KWH PER ANNUM AND ABOVE	0.0690 x SOQ ^ - 0.2100	0.1004 x SOQ ^ - 0.2100	0.0648 x SOQ ^ - 0.2100	0.0658 x SOQ ^ - 0.2100

LDZ Customer Fixed Charges (73,200 to 732,000 kWh/annum only)

NETWORK	EAST OF ENGLAND	LONDON	NORTH WEST	WEST MIDLANDS
CHARGE CODE: CFI	PENCE PER DAY			
NON-MONTHLY READ SUPPLY POINTS	28.5690	41.2188	26.6708	27.2209
MONTHLY READ SUPPLY POINTS	30.4196	43.8887	28.3988	28.9840

ECN Charges by NTS Exit Zone (Direct Connects and CSEPS)

NETWORK	EAST OF ENGLAND	LONDON	NORTH WEST	WEST MIDLANDS
CHARGE CODE: ECN / C04 / 901	PENCE PER PEAK DAY KWH PER DAY			
EA1	0.0146			
EA2	0.0146			
EA3	0.0146			
EA4	0.0146			
EM1	0.0146			
EM2	0.0146			
EM3	0.0146			
EM4	0.0146			

ECN Charges by NTS Exit Zone (Direct Connects and CSEPS)

NETWORK	EAST OF ENGLAND	LONDON	NORTH WEST	WEST MIDLANDS
CHARGE CODE: ECN / C04 / 901	PENCE PER PEAK DAY KWH PER DAY			
NT1		0.0151		
NT2		0.0151		
NT3		0.0151		
NW1			0.0147	
NW2			0.0147	
WM1				0.0151
WM2				0.0151
WM3				0.0151

DN Entry Commodity Charge / Credit

The LDZ System Entry Commodity charge/credit reflect the operating costs associated with the entry of the distributed gas and the benefits in terms of deemed NTS Exit and distribution network usage reductions. The rate associated with the LDZ system Entry Commodity Charge is calculated on a site by site basis. The following table shows the indicative unit rates for sites that are currently flowing gas or are expected to start flowing before the end of 2020/21. Should any further sites start flowing after publication of final charges; these will be published via supplemental price notifications.

NETWORK	GEMINI ID	CHARGE / CREDIT	EAST OF ENGLAND	LONDON	NORTH WEST	WEST MIDLANDS
CHARGE CODE: LEC	PENCE PER KWH					
Adnams Brewery Southwold	ADBIOS	CHARGE	0.1619			
Bay Farm	BAFMOS	CREDIT	-0.0028			
Beccles, Sotterley	SOTLOS	CREDIT	-0.0716			
Bonby		CREDIT	-0.0089			
Brigg Lane		CREDIT	-0.0110			
Chear Fen Farms, Chittering	CHITOS	CREDIT	-0.0903			
Colwick	CHITOS	CREDIT	-0.0875			
Derby	DERBOS	CREDIT	-0.0838			
Euston	LANKOS	CREDIT	-0.0092			
Fairfields Farm, Wormingford	FAIROS	CREDIT	-0.0038			
Glebe Farm		CREDIT	0.0000			
Hemswell Cliff	HMWLOS	CREDIT	-0.0636			
Holkham, Norfolk	HOLKOS	CREDIT	-0.0069			
Ilkeston		CREDIT	-0.0830			
Lindholme, Doncaster	LINDOS	CREDIT	-0.0672			
Manor Farm, Alderton	MANROS	CREDIT	-0.0857			
Mepal	MEPAOS	CREDIT	-0.0875			
Metheringham MP / IP	METHOS	CREDIT	-0.0764			
Methwold	METWOS	CREDIT	-0.0056			

NETWORK	GEMINI ID	CHARGE / CREDIT	EAST OF ENGLAND	LONDON	NORTH WEST	WEST MIDLANDS
CHARGE CODE: LEC	PENCE PER KWH					
North Moor Farm, Crowle	MOOROS	CREDIT	-0.0556			
Pickenham Airfield		CREDIT	-0.0056			
Raynham Farm	RAYNOS	CREDIT	-0.0048			
Redbourne Road, Hibaldstow	HLBDOS	CREDIT	-0.0888			
Scampton	SCAMOS	CREDIT	-0.0796			
Stoke Bardolph	STOKOS	CREDIT	-0.0794			
The Oaks		CREDIT	-0.0056			
Thorpe Arnold		CREDIT	-0.0101			
Warden Tree Lane		CREDIT	-0.0069			
Welbeck Colliery, Meden Vale	WELLOS	CREDIT	-0.0857			
Westry	WSTYOS	CREDIT	-0.0082			
Dagenham	DGHMOS	CREDIT		-0.0647		
Bredbury Park, Stockport	BREDOS	CREDIT			-0.0024	
Davyhulme, Urmston	DAVYOS	CREDIT			-0.0600	
Ellesmere Port		CREDIT			-0.0102	
Garth Road		CREDIT			-0.0681	
Granox, Widnes	WIDNOS	CREDIT			-0.0720	
Barnes Farm		CREDIT				-0.0094
Coleshill		CREDIT				-0.0544
Finham		CREDIT				-0.0831
Grindley House Farm	GRINOS	CREDIT				-0.0564
Hampton Bishop	HAMPOS	CREDIT				-0.0043
Highwood Farm, Brinklow	BRINKOS	CHARGE				0.0065
Lower Drayton Farm		CREDIT				-0.0786

NETWORK	GEMINI ID	CHARGE / CREDIT	EAST OF ENGLAND	LONDON	NORTH WEST	WEST MIDLANDS
CHARGE CODE: LEC	PENCE PER KWH					
Minworth 2		CREDIT				-0.0774
Minworth Sewage Works	MINWOS	CREDIT				-0.0091
Roundhill	RNDHOS	CREDIT				-0.0822
Strongford	STRNOS	CREDIT				-0.0670
Sutton Lodge Farm		CREDIT				-0.0808