

Final Gas Distribution Transportation Charges

From 1st April, 2022

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



Issued 31st January, 2022

Contents

| | |
|--|----|
| Introduction | 3 |
| Average 2022/23 Price Change | 4 |
| Movement since Indicative Charges | 5 |
| 2022/23 Allowed Revenue | 6 |
| 2022/23 Supplier of Last Resort..... | 8 |
| Changes in Aggregate Demand..... | 9 |
| Charging Methodology | 9 |
| Contact Details..... | 11 |
| Appendix A: 2022/23 Allowed Revenue (£m), Nominal Price Base | 12 |
| Appendix B: Transportation Unit Charge Rates from 1 st April 2022 | 13 |

Introduction

This notice confirms the gas transportation charges that will apply from 1 April 2022 for the East of England, London, North West, and West Midlands Gas Distribution networks. In line with the Gas Transporter Licence and Uniform Network Code requirements, this notice is provided a minimum of 60 days prior to implementation.

Further to our Indicative price notification in early November 2021, citing Part B of Special Condition 8.2 within the Gas Transporter Licence, in January Ofgem re-published the Allowed Revenue figures for 2022/23 taking into account latest information pertaining to the uncertainties previously raised. This new information includes:

- An updated assessment of the Supplier of Last Resort (SoLR) position. As directed by Ofgem, pricing for SoLR follows UNC modification 0797, a volumetric based allocation. Ofgem has direct SoLR recovery to be 100% via domestic load bands. The final charges for SoLR can be seen in appendix B.
- Updated view of Gas Prices for Shrinkage costs
- Updates to allowances following the Competition Market Authority [CMA] decision in relation to RIIO-2 allowances.
- Up-date to Bad Debt costs
- Updated demand data including Supply Point Capacity (SOQ) and Annual Quantity (AQ)



For full details of the unit prices by network please refer to Appendix B.

The year-on-year price change for each distribution network from 1 April 2022 is shown in Table 1. This price change excludes the impact of SoLR. SoLR costs are calculated using a volumetric based approach linked to SOQ. More detail is provided later in this paper.

Table 1: Transportation Price Changes from 1st April 2022 (excl. SoLR)

| NETWORK | EAST OF ENGLAND | LONDON | NORTH WEST | WEST MIDLANDS |
|------------------|-----------------|--------|------------|---------------|
| LDZ PRICE CHANGE | +11.3% | +18.8% | +15.6% | +19.2% |
| ECN PRICE CHANGE | +83.1% | +70.3% | +46.4% | +57.2% |

The changes are principally driven by year on year movement in maximum allowed revenue. Secondary impacts relate to movements in supply point peak capacity requirements inclusive of load factors. These are explained in further detail within this notice.

As this is the first year of SoLR costs having their own charge code and pricing structure, year on year price change analysis is not possible. The following shows the quantum of SoLR costs Ofgem have directed Cadent to include and the resultant recovery charge rates.

| NETWORK | EAST OF ENGLAND | LONDON | NORTH WEST | WEST MIDLANDS |
|-------------------------|----------------------|--------|------------|---------------|
| CHARGE CODE: LRI / LRD | PENNY / PEAK DAY Kwh | | | |
| SoLR CLAIM VALUES (£m) | 152.1 | 85.2 | 100.9 | 73.6 |
| DOMESTIC LOAD BANDS | 0.0846 | 0.0835 | 0.0869 | 0.0806 |
| NON-DOMESTIC LOAD BANDS | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

Average 2022/23 Price Change

The underlying drivers for the average gas distribution price change from 1st April 2022 are shown in Table 2 below. The principal factors driving these changes are:

- Year on year movement in Allowed Revenue between 2021/22 and 2022/23 is calculated in accordance with the Gas Transporter Licence. The most significant driver for the Allowed Revenue cost increase is inflation, both for the year 22/23 and additionally 'true-up' the higher actual inflation rate expected for 21/22 when compared to the rates used when setting 21/22 charges. Other significant drivers for increased allowed revenue relates to the pass through of higher Gas Prices (again correcting for the higher spend incurred in the 21/22 year and a forecast for price to remain higher in 22/23), and higher allowed revenues following the Competition Market Authority (CMA) decision in relation to Ofgem's Final Determination for RII-GD2. Allowed Revenue in 2022/23 is also increased by the 'Legacy' true-up of RII-GD1 year 8 performance.
- Changes to peak day capacity requirements (SOQs) driven by underlying changes to rolling Annual Quantities (AQs) are relatively small relative to the change in the revenue forecast.

Table 2: 2022/23 Average price changes in nominal prices excluding SoLR

The 2022/23 transportation unit rates are shown in full in Appendix B.

| NETWORK | EAST OF ENGLAND | LONDON | NORTH WEST | WEST MIDLANDS |
|--|-----------------|--------|------------|---------------|
| YEAR ON YEAR MOVEMENT IN ALLOWED REVENUE | +13.3% | +17.7% | +16.7% | +18.5% |
| FORECAST CHANGES IN AGGREGATE DEMAND | (2.0%) | 1.1% | (1.1%) | 0.7% |
| LOCAL DISTRIBUTION ZONE [LDZ] PRICE CHANGE | +11.3% | +18.8% | +15.6% | +19.2% |

| | | | | |
|--|--------|--------|--------|--------|
| YEAR ON YEAR MOVEMENT IN ALLOWED REVENUE | +87.4% | +70.5% | +48.7% | +56.5% |
| FORECAST CHANGES IN AGGREGATE DEMAND | (4.3%) | (0.2%) | (2.3%) | 0.7% |
| EXIT CAPACITY NETWORK [ECN] PRICE CHANGE | +83.1% | +70.3% | +46.4% | +57.2% |

Note, that the impact of SoLR is not included in the table above. A new charging mechanism for these costs is detailed in the Supplier of Last Resort section of this paper.

Movement since Indicative Charges

Since the Indicative Charges were issued on November 30th, 2021 due to the exceptional circumstances this year pertaining to the treatment of SoLR costs, as well as the other areas of uncertainty highlighted in the aforementioned charges paper Ofgem issued revised Allowed Revenue figures in January 2022. This is in accordance with Part B of Special Condition 8.2 within the Gas Transporter Licence. The changes since our Indicative charges paper include updating Shrinkage pass-through costs in relation to reforecasting UK gas prices, inclusion of bad debt costs, and the final impact of SoLR.

In addition, the decision to implement UNC modification 0797, using a volumetric based pricing approach and as directed by Ofgem, charging 100% of these costs to domestic consumers has a significant impact on pricing. Adopting UNC modification 0797 takes SoLR costs out of our charges for transportation unit rates (table 2) and creates a new, bespoke set of charges.

2022/23 Allowed Revenue

The movement in Allowed Revenue between 2021/22 and 2022/23 is the primary factor contributing to the average price change. A trace between Allowed Revenue for 2021/22 and 2022/23 is shown in table 3 below. Further analysis of the 2022/23 Allowed Revenue, broken down by components can be found in Appendix A.

Table 3: Year on Year Movement in Allowed Revenue (£m), Nominal Price Base

| NETWORK | EAST OF ENGLAND | LONDON | NORTH WEST | WEST MIDLANDS |
|--|-----------------|--------------|--------------|---------------|
| 2021/22 PUBLISHED ALLOWED REVENUE | 646.1 | 468.4 | 453.2 | 338.1 |
| INFLATION: CPIH - USING OBR OCTOBER 2021 FORECAST | 41.5 | 29.9 | 28.9 | 22.4 |
| ADJUSTMENT TERM, 'K' CORRECTION, & LEGACY (INCL. 21/22 INFLATION / AND TRUE UP OF HIGHER GAS PRICES) | 64.4 | 51.6 | 37.8 | 34.7 |
| CHANGE IN SHRINKAGE PASS THROUGH COST | 23.3 | 12.1 | 16.4 | 14.9 |
| CMA DECISION | 1.8 | 6.8 | 3.7 | 3.3 |
| OTHER SMALLER VALUE ITEMS | (7.7) | (2.9) | (0.3) | (3.1) |
| 2022/23 ALLOWED REVENUE (excl. SoLR) | 769.4 | 566.0 | 539.6 | 410.4 |
| % CHANGE IN ALLOWED REVENUE (excl. SoLR) | 19.1% | 20.8% | 19.1% | 21.4% |
| SUPPLIER OF LAST RESORT | 152.1 | 85.2 | 100.9 | 73.6 |
| 2022/23 ALLOWED REVENUE (incl. SoLR) | 921.5 | 651.2 | 640.5 | 484.0 |
| % CHANGE IN ALLOWED REVENUE (incl. SoLR) | 42.6% | 39.0% | 41.3% | 43.1% |

More detailed comments on the drivers of the revenue increases are provided below:

- **Inflation:** The first row in the table above covers the increase in actual and forecast growth in CPIH. 2021/22 pricing was based on an inflation forecast pre covid -19 and the recent growth in inflation rates. The 2022/23 Final Charges utilise the October 2021 OBR forecast which captures emerging growth rate assumptions at that time. A large component of the Adjustment Term in the second row in the table above relates to higher actual inflation in 2021/22 compared to the forecast rate used when setting final charges in 2021/22.
- **UK gas prices** increased significantly during 2021/22. Forecasting these rates forward into 2022/23 through Shrinkage pass-through costs drives an increase to Allowed Revenue. Additionally, truing-up costs used for setting 2021/22 charges is a significant component of the high Adjustment term, and therefore also affects charges in 2022/23.

- **Bad Debt costs** incurred in 2021/22 form part of the Adjustment term for 2022/23 Allowed Revenue
- Year on year **higher Exit Capacity** pass-through costs derive from an increase in NTS unit rates for ECN charging. ECN charges are also higher in 2022/23 due to an under recovery of costs in 2021/22, represented through the Adjustment term in the table above. Additionally, through the Legacy cost line, the final year of RIIO-GD1 Exit Capacity performance adds to allowed revenue in 2022/23 and therefore increases final charge rates.
- The **Competition Market Authority (CMA)** outcome resulted in an increase of 0.25bps in the allowed return on equity and a higher Totex Allowance.
- As instructed by Ofgem, and as set out in our Indicative Charges, the recovery of **Last Resort Supplier Payment costs** includes claims received up to December 2021

2022/23 Supplier of Last Resort

As per Ofgem direction, included within 2022/23 Allowed Revenue are costs to recover Last Resort Supplier Payments (LRSP) for claims that were received up to the end of December 2021. The total costs associated with allowed SoLR claims has been agreed by Ofgem via the Price Control Financial Model.

On January 20th 2022, the charging methodology approach using UNC modification 0797, 'Last Resort Supply Payments Volumetric Charges' was approved by Ofgem for implementation. The rationale for utilising a volumetric approach, linked to Supplier Offtake Quantity (SOQ) is that it should better align and recover LRSP based on demand data, looking to ensure that smaller users of gas pay a smaller proportion of the overall recovery.

As directed by Ofgem, 100% of these costs are to be charged to domestic load bands.

Further detail on the UNC modification 0797 can be read on the Joint Office site; <https://www.gasgovernance.co.uk/0797>

The charge type and information in table 4 below for SoLR cost recovery is only attributable to Domestic users.

As per Appendix B, the following table shows the rates associated to Supplier of Last Resort costs in 2022/23.

Table 4: Aggregated rate for all SoLR claims per Network

| NETWORK | EAST OF ENGLAND | LONDON | NORTH WEST | WEST MIDLANDS |
|--------------------------------|----------------------|--------|------------|---------------|
| CHARGE CODE: LRI / LRD | PENCE / PEAK DAY Kwh | | | |
| DOMESTIC LOAD BANDS | 0.0846 | 0.0835 | 0.0869 | 0.0806 |
| NON-DOMESTIC LOAD BANDS | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

Table 5: Ofgem direct total allowed SoLR claim value and SOQ data per Network

| NETWORK | EAST OF ENGLAND | LONDON | NORTH WEST | WEST MIDLANDS |
|-------------------------------------|-----------------|-------------|-------------|---------------|
| SUPPLIER OF LAST RESORT CLAIMS (£m) | 152.1 | 85.2 | 100.9 | 73.6 |
| DOMESTIC PEAK DAY SOQ APPLIED | 492,918,191 | 279,562,018 | 318,140,905 | 250,227,620 |

Changes in Aggregate Demand

Rolling AQs have been monitored since 2020/21 prices were set to inform the Final price process as robustly as possible. As of December 2021 a cumulative increase in AQs has been observed across all networks. Note that an **increase** in AQ will drive a **decrease** in unit prices and vice versa.

SOQs have decreased in London and the West Midlands, whereas the East of England network and the North West show increases.

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 between Dec-20 & Dec-21

| CHANGE % | EAST OF ENGLAND | LONDON | NORTH WEST | WEST MIDLANDS |
|----------|-----------------|--------|------------|---------------|
| AQ | 1.8% | 1.3% | 0.7% | 1.0% |
| SOQ | 2.0% | (1.1%) | 1.1% | (0.7%) |

Charging Methodology

The current charging methodology requires that revenue is 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 are re-balanced between these categories, and at load band level. This causes individual elements of the transportation charges to change by varying levels around these average positions.

Table 7 below confirms target revenue splits achieved against the UNC. All the percentages in this section exclude Supplier of Last Resort costs.

Table 7: Target Revenue Splits set out in the UNC

| TARGET REVENUE SPLIT REQUIRED BY UNC | EAST OF ENGLAND | LONDON | NORTH WEST | WEST MIDLANDS |
|--------------------------------------|-----------------|--------|------------|---------------|
| LDZ SYSTEM COMMODITY % | 5.0% | 5.0% | 5.0% | 5.0% |
| LDZ SYSTEM CAPACITY % | 95.0% | 95.0% | 95.0% | 95.0% |
| LDZ SYSTEM % | 70.5% | 68.1% | 73.7% | 74.0% |
| LDZ CUSTOMER % | 29.5% | 31.9% | 26.3% | 26.0% |

The ECN price change includes the increase in Exit Capacity unit rates passed through from the National Transmission System, legacy true-up of Exit Capacity from the final year of RIIO-GD1, and adjustment for an under-recovery from 2021/22.

Table 8: ECN Price Change by Exit Zone

| ECN PRICE CHANGE BY EXIT ZONE | | UNIT RATES 2021/22 | UNIT RATES 2022/23 | MOVEMENT (PENCE) | % DIFFERENCE |
|-------------------------------|-----|--------------------|--------------------|------------------|--------------|
| EAST OF ENGLAND | EA1 | 0.0178 | 0.0326 | 0.0148 | 83.1% |
| | EA2 | 0.0178 | 0.0326 | 0.0148 | 83.1% |
| | EA3 | 0.0178 | 0.0326 | 0.0148 | 83.1% |
| | EA4 | 0.0178 | 0.0326 | 0.0148 | 83.1% |
| | EM1 | 0.0178 | 0.0326 | 0.0148 | 83.1% |
| | EM2 | 0.0178 | 0.0326 | 0.0148 | 83.1% |
| | EM3 | 0.0178 | 0.0326 | 0.0148 | 83.1% |
| | EM4 | 0.0178 | 0.0326 | 0.0148 | 83.1% |
| LONDON | NT1 | 0.0185 | 0.0314 | 0.0129 | 69.7% |
| | NT2 | 0.0185 | 0.0315 | 0.0130 | 70.3% |
| | NT3 | 0.0185 | 0.0315 | 0.0130 | 70.3% |
| NORTH WEST | NW1 | 0.0181 | 0.0265 | 0.0084 | 46.4% |
| | NW2 | 0.0181 | 0.0265 | 0.0084 | 46.4% |
| WEST MIDLANDS | WM1 | 0.0180 | 0.0283 | 0.0103 | 57.2% |
| | WM2 | 0.0180 | 0.0283 | 0.0103 | 57.2 % |
| | WM3 | 0.0180 | 0.0283 | 0.0103 | 57.2% |

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:

Drew Sambridge (Regulatory Finance Manager)

Drew.Sambridge@cadentgas.com

0754 077 3301

Shonalee Maurya (Revenue & Pricing Specialist)

shonalee.maurya@cadentgas.com

0788 140 2177

Appendix A: 2022/23 Allowed Revenue (£m), Nominal Price Base

| NETWORK | EAST OF ENGLAND | LONDON | NORTH WEST | WEST MIDLANDS |
|---|-----------------|--------------|--------------|---------------|
| TOTEX (inc. RAV RETURN & DEPRECIATION) | 461.1 | 361.6 | 330.4 | 252.5 |
| PASS THROUGH COSTS (excl. SoLR) | 196.7 | 118.3 | 131.3 | 104.0 |
| SUPPLIER OF LAST RESORT | 152.1 | 85.2 | 100.9 | 73.6 |
| OUTPUT DELIVERY INCENTIVES | 0.6 | 1.1 | 0.1 | 0.1 |
| OTHER COMPONENTS OF CALCULATED REVENUE (inc. TAX ALLOWANCE) | 32.3 | 21.9 | 23.9 | 18.2 |
| CALCULATED REVENUE | 842.8 | 588.1 | 586.6 | 448.4 |
| LEGACY ADJUSTMENTS | 30.3 | 30.3 | 17.5 | 6.1 |
| ADJUSTMENT TERM + 'K' FACTOR | 48.3 | 32.8 | 36.4 | 29.4 |
| 2022/23 ALLOWED REVENUE (inc. SoLR) | 921.5 | 651.2 | 640.5 | 484.0 |

| | | | | |
|-----------------------------------|--------------|--------------|--------------|--------------|
| COLLECTED REVENUE FORECAST | 921.4 | 650.9 | 640.2 | 483.7 |
| % OVER / (UNDER) RECOVERY | (0.0)% | (0.0)% | (0.1)% | (0.1)% |

Appendix B: Transportation Unit Charge Rates from 1st April 2022

In response to feedback from stakeholders we have produced a supplementary accompanying spreadsheet with extractable unit rates which 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 / 871 / 891 | PENNY PER PEAK DAY KWH PER DAY | | | |
| UP TO 73,200 KWH PER ANNUM | 0.1889 | 0.2488 | 0.2247 | 0.2136 |
| 73,200 KWH - 732,000 KWH PER ANNUM | 0.1509 | 0.2219 | 0.1875 | 0.1927 |
| 732,000 KWH PER ANNUM AND ABOVE | 0.9645 x SOQ ^ -0.2155 | 1.4182 x SOQ ^ -0.2133 | 1.4783 x SOQ ^ -0.2483 | 2.3608 x SOQ ^ -0.2817 |
| SUBJECT TO A MINIMUM RATE OF | 0.0184 | 0.0244 | 0.0208 | 0.0210 |
| MINIMUM RATE APPLIES AT SOQ OF (KWH) | 95,289,705 | 186,927,019 | 28,675,303 | 19,064,562 |

LDZ System Commodity Charges (Direct Connects & CSEPs)

| NETWORK | EAST OF ENGLAND | LONDON | NORTH WEST | WEST MIDLANDS |
|--------------------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| CHARGE CODE: ZCO / 878 / 893 | PENNY PER KWH | | | |
| UP TO 73,200 KWH PER ANNUM | 0.0320 | 0.0392 | 0.0358 | 0.0370 |
| 73,200 KWH - 732,000 KWH PER ANNUM | 0.0254 | 0.0349 | 0.0301 | 0.0332 |
| 732,000 KWH PER ANNUM AND ABOVE | 0.2034 x SOQ ^ -0.2376 | 0.2271 x SOQ ^ -0.2147 | 0.2617 x SOQ ^ -0.2586 | 0.4469 x SOQ ^ -0.2911 |
| SUBJECT TO A MINIMUM RATE OF | 0.0028 | 0.0033 | 0.0031 | 0.0032 |
| MINIMUM RATE APPLIES AT SOQ OF (KWH) | 68,124,531 | 362,576,846 | 28,151,733 | 23,378,103 |

LDZ Customer Capacity Charges

| NETWORK | EAST OF ENGLAND | LONDON | NORTH WEST | WEST MIDLANDS |
|------------------------------------|--------------------------------|---------------------------|---------------------------|---------------------------|
| CHARGE CODE: CCA / 872 | PENNY PER PEAK DAY KWH PER DAY | | | |
| UP TO 73,200 KWH PER ANNUM | 0.1045 | 0.1536 | 0.1036 | 0.0993 |
| 73,200 KWH - 732,000 KWH PER ANNUM | 0.0034 | 0.0055 | 0.0031 | 0.0033 |
| 732,000 KWH PER ANNUM AND ABOVE | 0.0741 x SOQ ^ -0.2100 | 0.1183 x SOQ ^ -0.2100 | 0.0715 x SOQ ^ -0.2100 | 0.0762 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 | PENNY PER DAY | | | |
| NON MONTHLY READ SUPPLY POINTS | 30.6739 | 48.5136 | 29.4587 | 31.5159 |
| MONTHLY READ SUPPLY POINTS | 32.6609 | 51.6560 | 31.3674 | 33.5572 |

Optional LDZ Charge for all Networks

| ALL NETWORKS | |
|-----------------------|--|
| CHARGE CODE: 881 | PENNY PER PEAK DAY KWH PER DAY |
| OPTIONAL LDZ FUNCTION | $902 \times [(SOQ)^{-0.834}] \times D + 772 \times (SOQ)^{-0.717}$ |

Please note the Optional LDZ Charge remains unchanged from 2018/19.

SUPPLIER OF LAST RESORT

| NETWORK | EAST OF ENGLAND | LONDON | NORTH WEST | WEST MIDLANDS |
|-------------------------|----------------------|--------|------------|---------------|
| CHARGE CODE: LRI / LRD | PENNY / PEAK DAY Kwh | | | |
| DOMESTIC LOAD BANDS | 0.0846 | 0.0835 | 0.0869 | 0.0806 |
| NON-DOMESTIC LOAD BANDS | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

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

| NETWORK | EAST OF ENGLAND | LONDON | NORTH WEST | WEST MIDLANDS |
|------------------------------|--------------------------------|--------|------------|---------------|
| CHARGE CODE: ECN / C04 / 901 | PENNY PER PEAK DAY KWH PER DAY | | | |
| EA1 | 0.0326 | | | |
| EA2 | 0.0326 | | | |
| EA3 | 0.0326 | | | |
| EA4 | 0.0326 | | | |
| EM1 | 0.0326 | | | |
| EM2 | 0.0326 | | | |
| EM3 | 0.0326 | | | |
| EM4 | 0.0326 | | | |
| NT1 | | 0.0314 | | |
| NT2 | | 0.0315 | | |
| NT3 | | 0.0315 | | |
| NW1 | | | 0.0265 | |
| NW2 | | | 0.0265 | |
| WM1 | | | | 0.0283 |
| WM2 | | | | 0.0283 |
| WM3 | | | | 0.0283 |

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 unit rates for sites that are currently flowing gas or are expected to start flowing before the end of 2022/23.

| NETWORK | GEMINI ID | CHARGE / CREDIT | EAST OF ENGLAND | LONDON | NORTH WEST | WEST MIDLANDS |
|------------------------------|----------------------|-----------------|-----------------|--------|------------|---------------|
| CHARGE CODE: LEC | PENCE PER KWH | | | | | |
| Adnams Brewery Southwold | ADBIOS | CHARGE | 0.2296 | | | |
| Attleborough | | CREDIT | -0.0819 | | | |
| Bay Farm | BAFMOS | CREDIT | -0.0190 | | | |
| Beccles, Sotterley | SOTLOS | CREDIT | -0.0932 | | | |
| Biodynamic / Colwick | BIODOS | CREDIT | -0.1102 | | | |
| Bonby | BONBOS | CREDIT | -0.0247 | | | |
| Brigg Lane | | CREDIT | -0.0276 | | | |
| Chear Fen Farms, Chittering | CHITOS | CREDIT | -0.1126 | | | |
| Derby | DERBOS | CREDIT | -0.1036 | | | |
| Euston | LANKOS | CREDIT | -0.0251 | | | |
| Fairfields Farm, Wormingford | FAIROS | CREDIT | -0.0177 | | | |
| Glebe Farm | | CREDIT | -0.0233 | | | |
| Hemswell Cliff | HMWLOS | CREDIT | -0.0821 | | | |
| Holkham, Norfolk | HOLKOS | CREDIT | -0.0219 | | | |
| Ilkeston | | CREDIT | -0.1025 | | | |
| Lindholme, Doncaster | LINDOS | CREDIT | -0.0872 | | | |
| Manor Farm, Alderton | MANROS | CREDIT | -0.1076 | | | |
| Mepal | MEPAOS | CREDIT | -0.1088 | | | |

| NETWORK | GEMINI ID | CHARGE / CREDIT | EAST OF ENGLAND | LONDON | NORTH WEST | WEST MIDLANDS |
|------------------------------|----------------------|-----------------|-----------------|---------|------------|---------------|
| CHARGE CODE: LEC | PENCE PER KWH | | | | | |
| Metheringham MP / IP | METHOS | CREDIT | -0.0912 | | | |
| Methwold | METWOS | CREDIT | -0.0201 | | | |
| North Moor Farm, Crowle | MOOROS | CREDIT | -0.0714 | | | |
| Pickenham Airfield | | CREDIT | -0.0201 | | | |
| Raynham Farm | RAYNOS | CREDIT | -0.0190 | | | |
| Redbourne Road, Hibaldstow | HLBDOS | CREDIT | -0.1105 | | | |
| Scampton | SCAMOS | CREDIT | -0.0679 | | | |
| Stoke Bardolph | STOKOS | CREDIT | -0.0975 | | | |
| Stoke Bardolph 2 | STOBOS | CREDIT | -0.0902 | | | |
| The Oaks | | CREDIT | -0.0201 | | | |
| Thorpe Arnold | | CREDIT | -0.0264 | | | |
| Welbeck Colliery, Meden Vale | WELLOS | CREDIT | -0.1063 | | | |
| Westry | WSTYOS | CREDIT | -0.0238 | | | |
| Dagenham | DGHMOS | CREDIT | | -0.0884 | | |
| Bredbury Park, Stockport | BREDOS | CHARGE | | | 0.0089 | |
| Davyhulme, Urmston | DAVYOS | CREDIT | | | -0.0707 | |
| Ellesmere Port | | CREDIT | | | -0.0203 | |
| Garth Road | | CREDIT | | | -0.0820 | |
| Granox, Widnes | WIDNOS | CREDIT | | | -0.0874 | |
| Barnes Farm | BARNOS | CREDIT | | | | -0.0204 |
| Coleshill | COLEOS | CREDIT | | | | -0.0686 |
| Grindley House Farm | GRINOS | CREDIT | | | | -0.0714 |
| Hampton Bishop | HAMPOS | CREDIT | | | | -0.0134 |

| NETWORK | GEMINI ID | CHARGE / CREDIT | EAST OF ENGLAND | LONDON | NORTH WEST | WEST MIDLANDS |
|-------------------------|----------------------|-----------------|-----------------|--------|------------|---------------|
| CHARGE CODE: LEC | PENCE PER KWH | | | | | |
| Highwood Farm, Brinklow | BRINKOS | CREDIT | | | | -0.0134 |
| Lower Drayton Farm | DRAYOS | CREDIT | | | | -0.0990 |
| Minworth 2 | MIN2OS | CREDIT | | | | -0.1057 |
| Minworth Sewage Works | MINWOS | CREDIT | | | | -0.0200 |
| Roundhill | RNDHOS | CREDIT | | | | -0.1040 |
| Singleton Birch | | CREDIT | | | | -0.0825 |
| Strongford | STRNOS | CREDIT | | | | -0.0861 |
| Sutton Lodge Farm | | CREDIT | | | | -0.1004 |
| Finham | FINHOS | CREDIT | | | | -0.1052 |