Gas Transmission

UNC0823

Initial Discussion Points

NTSCMF

4th October 2022

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Overview of Changes

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Current Process for Proration of Multi routes

Business Rules as described in UNC0728B

37 Where a User specifies a single Entry Point as the relevant Entry Point for more than one route (i.e. in respect of more than one Exit Point):

37.1 the Entry Capacity (**CAP_{En}**) for the relevant route will be equal to the User's Entry Capacity at the ASEP pro-rated on the basis of the Exit Capacity quantity as a proportion of the aggregate of the Exit Capacity quantities (for which the Entry Point is the relevant Entry Point for the nominated routes);

37.2 the quantity of Entry Capacity procured via an Existing Contract (**EC_{En}**) for the relevant route will be the equal to the User's Entry Capacity procured via an Existing Contract at the ASEP pro-rated on the basis of the Exit Capacity quantity as a proportion of the aggregate of the Exit Capacity quantities (for which the Entry Point is the relevant Entry Point for the nominated routes);

37.3 the Entry Allocation (**A_{En}**) for the relevant route will be the equal to the User's Entry Allocation at the ASEP pro-rated on the basis of the Exit Allocation quantity as a proportion of the aggregate of the Exit Allocation quantities (for which the Entry Point is the relevant Entry Point for the nominated routes).

37.4 the Apportionment Quantity (**AQ_{En}**) for the relevant route will be the equal to the User's Apportionment Quantity pro-rated on the basis of the Exit Capacity quantity as a proportion of the aggregate of the Exit Capacity quantities (for which the Entry Point is the relevant Entry Point for the nominated routes);

Proposed Process for Proration of Multi routes

Business Rules as described in UNC0823

37 Where a User specifies a single Entry Point as the relevant Entry Point for more than one route (i.e. in respect of more than one Exit Point):

37.1 the Entry Capacity (**CAP_{En}**) for the relevant route will be equal to the User's Entry Capacity at the ASEP pro-rated on the basis of the minimum of Exit Capacity quantity and Exit Allocation quantity as a proportion of the aggregate of the minimum of Exit Capacity quantities and Exit Allocation quantity per route (for which the Entry Point is the relevant Entry Point for the nominated routes);

37.2 the quantity of Entry Capacity procured via an Existing Contract (**EC_{En}**) for the relevant route will be the equal to the User's Entry Capacity procured via an Existing Contract at the ASEP pro-rated on the basis of the minimum of Exit Capacity quantity and Exit Allocation quantity as a proportion of the aggregate of the minimum of Exit Capacity quantities and Exit Allocation quantity per route (for which the Entry Point is the relevant Entry Point for the nominated routes);

37.3 the Entry Allocation (**A_{En}**) for the relevant route will be the equal to the User's Entry Allocation at the ASEP pro-rated on the basis of the minimum of Exit Allocation quantity and Exit Allocation quantity as a proportion of the aggregate of the minimum of Exit Allocation quantities and Exit Allocation quantity per route (for which the Entry Point is the relevant Entry Point for the nominated routes).

37.4 the Apportionment Quantity (**AQ_{En}**) for the relevant route will be the equal to the User's Apportionment Quantity pro-rated on the basis of the minimum of Exit Capacity quantity and Exit Allocation quantity as a proportion of the aggregate of the minimum of Exit Capacity quantities and Exit Allocation quantity per route (for which the Entry Point is the relevant Entry Point for the nominated routes);

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Updated Examples

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Current Process for Proration of Multi routes

Example 4: As described in UNC0728B

Entry Point D			
Date Booked	Source	Type	kWh
01/01/2020	Trade	Firm	105,000
		Entry Flow	90,000

Exit Point 1			
Date Booked	Source	Type	kWh
01/01/2020	Trade	Firm	45,000
		Entry Flow	40,000

Exit Point 2			
Date Booked	Source	Type	kWh
01/01/2020	Trade	Firm	55,000
		Entry Flow	45,000

BR	Entry Point D to Exit Point 1	
	Type	kWh
37.1	CAP_{En1}	47,250
37.3	AQ_{En1}	47,250
37.4	A_{En1}	42,353
	Entry	kWh/day
	IEQ_{En}	40,000
	EQ_{En}	40,000
	Exit	kWh/day
	IEQ_{Ex}	40,000
	EQ_{Ex}	40,000

Entry Point D to Exit Point 2	
Type	kWh
CAP_{En2}	57,750
AQ_{En2}	57,750
A_{En2}	47,647
Entry	kWh/day
IEQ_{En}	45,000
EQ_{En}	45,000
Exit	kWh/day
IEQ_{Ex}	45,000
EQ_{Ex}	45,000

Proposed Process for Proration of Multi routes

Example 4: Adjusted based on UNC0823

Entry Point D			
Date Booked	Source	Type	kWh
01/01/2020	Trade	Firm	105,000
		Entry Flow	90,000

Exit Point 1			
Date Booked	Source	Type	kWh
01/01/2020	Trade	Firm	45,000
		Entry Flow	40,000

Exit Point 2			
Date Booked	Source	Type	kWh
01/01/2020	Trade	Firm	55,000
		Entry Flow	45,000

BR	Entry Point D to Exit Point 1	
	Type	kWh
37.1	CAP_{En1}	49,412
37.3	AQ_{En1}	47,250
37.4	A_{En1}	42,353
	Entry	kWh/day
	IEQ_{En}	40,000
	EQ_{En}	40,000
	Exit	kWh/day
	IEQ_{Ex}	40,000
	EQ_{Ex}	40,000

Entry Point D to Exit Point 2	
Type	kWh
CAP_{En2}	55,588
AQ_{En2}	57,750
A_{En2}	47,647
Entry	kWh/day
IEQ_{En}	45,000
EQ_{En}	45,000
Exit	kWh/day
IEQ_{Ex}	45,000
EQ_{Ex}	45,000

Current Process for Proration of Multi routes

Example 5: As described in UNC0728B

Entry Point E			
Date Booked	Source	Type	kWh
01/04/2017	Existing	Firm	100,000
01/01/2020	Auction	Firm	50,000
01/04/2020	Auction	Interruptible	50,000
01/07/2020	Trade	Firm	-20,000
		Entry Flow	170,000

Exit Point 1			
Date Booked	Source	Type	kWh
01/01/2020	Auction	Firm	50,000
01/04/2020	Auction	Interruptible	20,000
01/07/2020	Trade	Firm	-10,000
		Entry Flow	55,000

Exit Point 2			
Date Booked	Source	Type	kWh
01/01/2020	Auction	Firm	60,000
01/04/2020	Auction	Interruptible	30,000
01/07/2020	Trade	Firm	15,000
		Entry Flow	110,000

BR	Entry Point E to Exit Point 1	
	Type	kWh
37.1	CAP_{En1}	45217
37.2	EC_{En1}	34783
37.3	A_{En1}	56667
37.4	AQ_{En1}	17391
	Entry	kWh/day
	IEQ_{En}	5217
	EQ_{En}	5217
	Exit	kWh/day
	IEQ_{Ex}	40000
	EQ_{Ex}	40000

Entry Point E to Exit Point 2	
Type	kWh
CAP_{En2}	84783
EC_{En2}	65217
A_{En2}	113333
AQ_{En2}	32609
Entry	kWh/day
IEQ_{En}	9783
EQ_{En}	9783
Exit	kWh/day
IEQ_{Ex}	75000
EQ_{Ex}	60000

Current Process for Proration of Multi routes

Example 5: Adjusted based on UNC0823

Entry Point E			
Date Booked	Source	Type	kWh
01/04/2017	Existing	Firm	100,000
01/01/2020	Auction	Firm	50,000
01/04/2020	Auction	Interruptible	50,000
01/07/2020	Trade	Firm	-20,000
		Entry Flow	170,000

Exit Point 1			
Date Booked	Source	Type	kWh
01/01/2020	Auction	Firm	50,000
01/04/2020	Auction	Interruptible	20,000
01/07/2020	Trade	Firm	-10,000
		Entry Flow	55,000

Exit Point 2			
Date Booked	Source	Type	kWh
01/01/2020	Auction	Firm	60,000
01/04/2020	Auction	Interruptible	30,000
01/07/2020	Trade	Firm	15,000
		Entry Flow	110,000

BR	Entry Point E to Exit Point 1	
	Type	kWh
37.1	CAP_{En1}	45217
37.2	EC_{En1}	34783
37.3	A_{En1}	59130
37.4	AQ_{En1}	17391
	Entry	kWh/day
	IEQ_{En}	5217
	EQ_{En}	5217
	Exit	kWh/day
	IEQ_{Ex}	40000
	EQ_{Ex}	40000

Entry Point E to Exit Point 2	
Type	kWh
CAP_{En2}	84783
EC_{En2}	65217
A_{En2}	110870
AQ_{En2}	32609
Entry	kWh/day
IEQ_{En}	9783
EQ_{En}	9783
Exit	kWh/day
IEQ_{Ex}	75000
EQ_{Ex}	60000

Current Process for Proration of Multi routes

0823 Mod Example: Calculated using the method as described in UNC0728B

Entry Point F			
Date Booked	Source	Type	kWh
01/04/2017	Existing	Firm	0
01/01/2020	Auction	Firm	100
01/04/2020	Auction	Interruptible	0
01/07/2020	Trade	Firm	0
		Entry Flow	100

Exit Point 1			
Date Booked	Source	Type	kWh
01/01/2020	Auction	Firm	150
01/04/2020	Auction	Interruptible	0
01/07/2020	Trade	Firm	0
		Entry Flow	10

Exit Point 2			
Date Booked	Source	Type	kWh
01/01/2020	Auction	Firm	50
01/04/2020	Auction	Interruptible	0
01/07/2020	Trade	Firm	0
		Entry Flow	40

	Entry Point F to Exit Point 1	
	Type	kWh
37.1	CAP_{En1}	75
37.2	EC_{En1}	0
37.3	A_{En1}	20
37.4	AQ_{En1}	75
	Entry	kWh/day
	IEQ_{En}	10
	EQ_{En}	10
	Exit	kWh/day
	IEQ_{Ex}	10
	EQ_{Ex}	10

Entry Point F to Exit Point 2	
Type	kWh
CAP_{En2}	25
EC_{En2}	0
A_{En2}	80
AQ_{En2}	25
Entry	kWh/day
IEQ_{En}	25
EQ_{En}	25
Exit	kWh/day
IEQ_{Ex}	25
EQ_{Ex}	25

Proposed Process for Proration of Multi routes

0823 Mod Example:

Entry Point E			
Date Booked	Source	Type	kWh
01/04/2017	Existing	Firm	0
01/01/2020	Auction	Firm	100
01/04/2020	Auction	Interruptible	0
01/07/2020	Trade	Firm	0
		Entry Flow	100

Exit Point 1			
Date Booked	Source	Type	kWh
01/01/2020	Auction	Firm	150
01/04/2020	Auction	Interruptible	0
01/07/2020	Trade	Firm	0
		Entry Flow	10

Exit Point 2			
Date Booked	Source	Type	kWh
01/01/2020	Auction	Firm	50
01/04/2020	Auction	Interruptible	0
01/07/2020	Trade	Firm	0
		Entry Flow	40

	Entry Point F to Exit Point 1	
	Type	kWh
37.1	CAP_{En1}	20
37.2	EC_{En1}	0
37.3	A_{En1}	20
37.4	AQ_{En1}	20
	Entry	kWh/day
	IEQ_{En}	10
	EQ_{En}	10
	Exit	kWh/day
	IEQ_{Ex}	10
	EQ_{Ex}	10

Entry Point F to Exit Point 2	
Type	kWh
CAP_{En2}	80
EC_{En2}	0
A_{En2}	80
AQ_{En2}	80
Entry	kWh/day
IEQ_{En}	40
EQ_{En}	40
Exit	kWh/day
IEQ_{Ex}	40
EQ_{Ex}	40

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Initial Analysis

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High Level Figures

Based on current route nominations

Defining a route as a unique combination of:
- Shipper
- Entry Point
- Exit Point

There are currently **41** nominated routes

There are currently **8** Shippers and **2** Entry Points with active routes to multiple Exit Points

24 multi-routes in total will be affected by this change

High Level Figures

Invoicing data for the period Oct-21 to Jul-22 has been used to calculate the following:

The **24** multi-routes contributed circa **£2.5m** in combined Entry & Exit Revenues from Eligible Quantities over this ten month period.

Approximately **£22.2m** was socialised due to the discounts applied.

This contribution is generated from approx. **22.3m kWh** of Eligible Quantities.

This is approximately **35%** of the potential Entry Eligible Quantities and **18%** of the potential Exit Eligible Quantities observed across those routes.

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Next Steps

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