Gas Transmission

UNC0823

Work Group

NTSCMF

1st November 2022

nationalgrid

High Level Figures Initially presented 4th Oct 2022

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

UNC0785 - Application of UNC processes to an aggregated Bacton (exit) Interconnection Point

- There are two interconnectors connected at the Bacton terminal.
- Within the NTS Licence these 2 interconnectors are treated as 2 separate NTS Exit Points.
- There has been a change confirmed to the NTS Licence that will see these 2 points replaced with a single point.
- This modification will provide clarity to processes for the aggregated interconnection point e.g. how a single combined capacity baseline can be allocated either to the Bacton BBL and Bacton IL exit points.
- At the time of implementation (1st March 2022) any shorthaul routes where the exit point is one of the individual IPs, shall be re-designated as being to the aggregated Bacton exit IP.

High Level Figures Updated from 4th Oct 2022

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

The **24** multi-routes contributed circa **£2.49m** in combined Entry & Exit Revenues from Eligible Quantities over this ten month period.

Approximately **£22.23m** was socialised due to the discounts applied.

This contribution is generated from approx. **22.35 TWh** 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.

High Level Figures Initially presented 4th Oct 2022

This is approximately…

35% of the potential Entry Eligible Quantities
Entry Point Entitlement = 60,872,876,622 kWh
Eligible Quantity = 21,578,828,740 kWh

and

18% of the potential Exit Eligible Quantities
Exit Point Entitlement = 126,195,368,581 kWh
Eligible Quantity = 17,848,165,491 kWh

… observed across those routes.

i.e. for these Entry and Exit Points only, not the whole system, meaning Entry and Exit values may not necessarily balance.

High Level Figures – Pre-0785

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

The **24** multi-routes initially highlighted contributed circa **£533.7k** in combined Entry & Exit Revenues from Eligible Quantities over this five month period.

Approximately **£4.69m** was socialised due to the discounts applied.

This contribution is generated from approx. **4.61 TWh** of Eligible Quantities.

This is approximately **31%** of the potential Entry Eligible Quantities and **12%** of the potential Exit Eligible Quantities observed across those routes.

High Level Figures – Post-0785

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

The **24** multi-routes initially highlighted contributed circa **£1.96m** in combined Entry & Exit Revenues from Eligible Quantities over this five month period.

Approximately **£17.54m** was socialised due to the discounts applied.

This contribution is generated from approx. **17.85 TWh** of Eligible Quantities.

This is approximately **37%** of the potential Entry Eligible Quantities and **20%** of the potential Exit Eligible Quantities observed across those routes.

High Level Figures – Post-0785 period if 0823 was in place

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

The **24** multi-routes initially highlighted contributed circa **£1.96m** in combined Entry & Exit Revenues from Eligible Quantities over this five month period.

Approximately **£17.55m** was socialised due to the discounts applied.

This contribution is generated from approx. **17.86 TWh** of Eligible Quantities.

This is approximately **37%** of the potential Entry Eligible Quantities and **20%** of the potential Exit Eligible Quantities observed across those routes.

Conclusions

Due to the changes approved and implemented via UNC0785 the number of potential multi routes decreases to single figures with effect from 1st March 2022.

By aggregating the two Bacton IP Exit points, the level of Eligible Quantities as a percentage of Entitlement has increased significantly.

- Exit Points benefit as much as Entry, suggesting this is not impacted by variations in levels of Existing Contract bookings across the periods pre and post 1st March.
- Much of the benefit that UNC0823 could have granted to shorthaul users may have already been realised in existing routes. We will run analysis to the end of the Gas Year and provide details for the final workgroup to ensure we have the most up to date data prior to submission.

There is potential for new combinations with the framework of 0728B & 0785, but would require assumptions around future Shipper behaviour to predict.

Without prior knowledge of any potential behavioural changes, a range of impact for this Modification is difficult to estimate.

Gas
Transmission

UNC0823

ROM Details

nationalgrid

ROM Details

Analysis suggests a cost of approximately £102,000 – £132,000 to implement the change.

No expected ongoing costs.

Delivery time approximately 13-15 weeks including Post Implementation Support.

Project stand up time will be dependant on whether this is a stand alone project or if it is incorporated in to ongoing system enhancements (Gemini Sustain Plus)