

# Code Modification Forum Agenda

## Wednesday, 24 March 2021

*Time: 10:30*

<u>No.</u>	<u>Item</u>	<u>Duration (minutes)</u>	<u>Time</u>
1.	<i>Review of Minutes from last meeting</i>	5	10:30 - 10:35
2.	<i>Review of Action Items from last meeting</i>	5	10:35 - 10:40
3.	<i>GNI Update re Impact of Covid 19</i>	10	10:40 - 10:50
4.	<i>GNI Scheduled Maintenance Update</i> - <i>Operational Maintenance</i> - <i>IT Maintenance/updates</i>	5	10:50-10:55
5.	<i>Gas Quality – Proposed Changes Update</i>	10	10:55-11:05
6.	<i>Code Modification Proposal A087 – New Framework for Suppliers in PPM Market (For Mention)</i>	5	11:05- 11:10
7.	<i>Code Modification Proposal A096 –Data Sharing Agreement (For Mention)</i>	5	11:10-11:15
8.	<i>Code Modification Proposal A101- Extension of Daily Capacity Booking Window (For Mention)</i>	5	11:15-11:20
9.	<i>Code Modification Proposal A104- Amendment to Code of Operations to transfer Capacity Overrun Charge revenues to allowed revenues and removing the maximum annual caps on overrun charges</i>	10	11:20-11:30
10	<i>GNI Code Modification Proposal – Amendment to Code of Operations to transfer Scheduling Charge revenues to allowed revenues</i>	10	11:30-11:40
11.	<i>Status of Code Modification Proposals</i>	5	11:40-11:45
12.	<i>Brexit Briefing Update</i>	5	11:45- 11:50
13	<i>Gas and Electricity Interaction</i>	5	11:50- 11:55
14	<i>AOB Item – ongoing Code Modification Forum Development. / Next Meeting</i>	10	11.55-12.05

# Code Modification Forum

Minutes of Zoom Meeting – 24 March 2021



## Table of Contents

Code Modification Forum	1
Minutes of Zoom Meeting – 24 March 2021	1
<hr/>	
<b>1 Standing Items</b>	<b>12</b>
1.1 Approval of minutes of previous meeting	12
The minutes of the Code Modification Forum (“ <b>CMF</b> ”) Meeting of 27 January 2021 were agreed and approved.	12
For supporting information, to be read in conjunction with these minutes, please see the slides presented at the 24 March 2021 Zoom Meeting.	12
1.2 Review of action items	12
The actions from the previous CMF Meeting of 27 January were reviewed and discussed	12
The Transporter gave an update on open actions as per slide 4 of this meetings presentation pack	12
<b>Action Item C572</b> would remain open, the Transporter confirmed that it would monitor, on an ongoing basis, the initial 25% Tolerance for RNG Entry Points.	12
<b>Action Item C575</b> , which requires the Transporter to furnish data to the CRU in connection with a review of SPC Settings for CNG Offtakes, would remain open.	12
Action Items C572 and C572 would remain open.	12
1.3 GNI Update re Impact of Covid 19	12
The Transporter reported that it was carrying out its field activities in so far as allowed under Covid 19 restrictions. It continued to update Industry on the ongoing situation through the GMARG Forum.	12
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validations at Cappagh South and this would now take place on 7 July. The second scheduled activity which comprises ESD testing at the Corrib Terminal has been changed from 8 September to 8 July. 12

The Transporter then made a presentation in relation to the imminent Beattock Station Upgrade Project. Brendan McCarthy referred to Slides 7-11 and informed the meeting that this project was to commence shortly with the Contractor currently mobilising on site. The background to the project was a Security of Supply (EU Regulation 994) Risk Assessment study on single points of failure on the GNI/GNI(UK) network which identified the Suction and Discharge Headers at the Beattock Compressor Station in Scotland. The project involves the replacement of the existing suction and discharge header valves which will allow a station split if an integrity issue arises or for maintenance purposes. Further there will be a modification to the station Volume Control System which will allow the Transporter control inlet pressure facilitating the operation of compressors at an optimum level. 13

A temporary bypass is being installed to provide an ability to compress gas, without which the Station would be offline for the duration of the work which is expected run from beginning of May to early July. There will be volume constraints in the period with four planned station outages from 1 May to 4 July. The Transporter will issue communications in advance of such outages which will be updated as required. Shippers are requested to provide Nominations on the days in question as early and realistic as possible. 13

Shipper representatives were asked to inform their operation desks of this matter. The Transporter would be liaising with its counterparties as would GNI Shipper Operations and Key Account personnel. The CRU noted that the Transporter would notify all stakeholders as soon as possible in advance of a NRO. 13

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1.5	Gas Quality Update	13
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**GAS QUALITY – EU/UK Changes** 13

The Transporter, referring to Slide 15, reported that the NSAI Technical Committee on European Gas Quality will present to the June meeting of the Forum on the ongoing proposal changes and the work of the Committee. 13

**GAS QUALITY- Renewable Gas** 13

The Transporter referred to Slide 16 which gave an update on the Transporter’s proposal to lower the CV minimum requirement for biomethane and increase the maximum allowed for oxygen at biomethane entry points on the Transmission Network. Analysis was being carried out by the Transporter who had also commissioned a report

from consultants in relation to these proposals as well as assessing the potential for blending renewable gas at the entry point. The Transporter had requested Industry to work with OEMs to assess possible impacts and some feedback had been received leading to some bilateral meetings. A further update would be presented to the June CMF Meeting and, in the interim, industry comments / queries were welcome and should be directed to Yvette Jones (Yvette.jones@gasnetworks.ie) 13

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## 2 Code Modification Proposals 14

2.1 A087 – New Framework for Suppliers in PPM Market 14

The Transporter reported that the legal text was being considered by the CRU.. 14

2.2 A096 – Data Sharing Agreement/ A096A- Model Clauses to address a Hard Brexit 14

The CRU reported that it awaited clarification from the Transporter as to any outstanding issues with the relevant text in the Code 14

2.3 A101- Amendment to Code of Operations to facilitate the extension of the Daily Capacity Booking Window 14

The CRU indicated that it was at an advanced stage in its consideration of the Proposal and expected that, after clarification of a number of points with the Transporter that an Instruction was imminent. A Shipper Representative queried the transparency of the consultation process. The CRU stated that these queries related to time change issues. 14

2.4 A104- Proposal to amend Code of Operations to transfer Capacity Overrun Charge revenues to allowed revenues and to remove the maximum annual caps on overrun charges 14

The Transporter referred to Slide 20 and the bulleted points thereon in relation to this Proposal which pointed out that it would greatly simplify its monthly billing procedure, GNI would not earn any additional revenues as under its revenue cap the accrued Capacity Overrun Charge revenue would be returned to Shippers via lower tariffs. 14

On Slide 21 the Transporter noted that the cap on overrun charges was a carryover from a previous tariff regime which existed before short term capacity charges were introduced in 2007. It was resulting in a complex IT systemisation exercise operation which the Transporter now wished to remove for what was a redundant calculation.15

The Transporter went on to announce its intention to imminently issue an associated proposal i.e., **Code Modification Proposal 104(A) – Proposal to amend Code of Operations to transfer Scheduling Charges revenue to allowed revenue**. The reasons for this proposal were the same as for Capacity Charge revenues in A104 with a consequent simplification of the Transporter’s billing processes and the revenue

considered as a K factor in tariff reviews. In response to a query from a Shipper Representative the Transporter confirmed that the annual amount of Scheduling Charges would be in the region of 100k.	15
2.5 Status of Code Modification Proposals	15
The Transporter summarised the present position in relation to Code Modification Proposals. There were now five live current Modification Proposals	15
Number	15
Proposal	15
Proposer	15
Status	15
A087	15
New Framework for Suppliers in PPM Market	15
GNI	15
Consultation complete/under CRU review	15
A096	15
Data Sharing Agreement	15
GNI	15
Consultation complete/under CRU review	15
A099	15
CNG Supply Point Capacity Setting	15
GNI	15
In abeyance	15

A0101	15
Extension of Daily Exit Capacity Booking Window	15
ESB	15
Consultation complete/under CRU review	15
A0104	16
Proposal to transfer Capacity Overrun Charge revenues to allowed revenues and to remove maximum annual caps	16
GNI	16
Under consultation	16

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<b>4.Other Agenda Items</b>	<b>16</b>
4.1. Brexit and Gas Market Update	16

The Transporter prefaced its remarks by stating that this item would no longer be a standard Agenda Item but reports would be given to meetings as relevant to ongoing developments. It stated that it was highly likely that GNI(UK), as a UK TSO, will not be able to retain its ENTSOG membership. The EU was negotiating a Memorandum of Understanding (MOU) which, when drafted, must be approved by BEIS and the EC.GNI was party to this process through its continuing ENTSOG involvement. ENTSOG will engage with UK TSOs, including GNI(UK), in separate meetings. 16

The Transporter also referred to Slide 26 which refers to the TEN-E Infrastructure Funding Review. The Transporter held meetings with MEPs, the DECC and the Energy Attache regarding the review of the TEN-E Regulation. The meetings have highlighted the Transporter's concerns with the current drafting, particularly cross-border criteria post -Brexit. It has proposed to ENTSOG that an "Irish Article" is introduced within the Regulation recognising Ireland's unique cross-border situation post Brexit. This Proposal has been circulated to the CRU and the DECC and was presently with the ENTSOG Board for approval. 16

4.2. Gas and Electricity Interaction	16
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This item was presented by Kirsty Ingham of ESB, who has become the new Chair of EAI (Electricity Association of Ireland). Kirsty stated that EAI was being rebooted and, at this stage, was mainly focussing on gas quality change proposals and possible impacts

on their members infrastructure, ongoing security of supply reviews by the DECC, and a cost effective transition to a decarbonised electricity sector by 2050. In a series of slides she referred to EAI's membership and goals and pledged to use this agenda slot to raise its members concerns in relation to the gas sector going forward. 16

She referred to a report commissioned by EAI entitled " Our Zero E-Mission Future Report on achieving the renewable energy target of 70% for electricity consumption by 2030" and which was authored by Paul Deane and Laura Mehigan (UCC MaREI) with the link; 17

Subsequently dialled into the meeting to speak to the Report presentation slides. 17

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4.3. Any Other Business 17

**1.Ongoing Development of Code Modification Forum 17**

The Transporter stated that it was reviewing the ongoing development to the Forum and welcomed any Industry submissions as to how it might be expanded and adapted to suit Industry needs. 17

**2. Publication of CMF related materials 17**

The Transporter was in the process of revamping its website portal which should make all CMF related materials more accessible to Shippers 17

**3. GNI Training for Shippers/Suppliers 17**

GNI intended to role out training programmes for Shippers/Suppliers in the second half of 2021. It would be notifying Industry of the proposed content of this training and seeking submissions in relation to desired topics/areas of interest 17

A Shipper Representative asked for an update on the Consultation on TAR NC Art.28 review of levels of Multipliers, Seasonal Factors and VRF. The CRU responded that it was anticipated that an update would issue within the next two weeks 17

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**5. Open CMF actions 18**

ID 18

Action 18

Responsibility 18



Date Raised	18
Delivery Date	18
C572	18
Transporter to monitor the ongoing basis the adequacy of the initial 25% Tolerance for RNG Entry Points	18
Transporter	18
27/3/2019	18
Ongoing	18
C575	18
Transporter to furnish required data to CRU in connection with tariff review in relation to Supply Point Capacity Settings	18
Transporter/CRU	18
25/3/2020	18
Ongoing	18

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## **6. Calendar of meetings for 2021** **19**

CMF Date	19
Location	19
27 <sup>TH</sup> January 2021 (Wednesday)	19
Zoom Meeting	19
24 <sup>th</sup> March 2021 (Wednesday)	19
Zoom Meeting	19

16 <sup>th</sup> June 2021 (Wednesday)	19
Zoom Meeting	19
18 <sup>th</sup> August 2021 (Wednesday)	19
Dublin	19
20 <sup>th</sup> October 2021 (Wednesday)	19
Dublin	19
15 <sup>th</sup> December 2021 (Wednesday)	19
Dublin	19

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## **7. Attendees** **20**

Name	20
Representing	20
Andrew Kelly	20
GNI	20
Kieran Quill	20
GNI	20
Ike Udobi	20
GNI	20
Bernard O'Neill	20
GNI	20
Brian McGlinchey	20

Vermillion	20
Kirsty Ingham	20
ESB	20
Richard Harper	20
Nepkin Energy	20
Martin Regan	20
Marex Spectron	20
Kirsty Ingham	20
ESB	20
Bryan Hennessy	20
Naturgy	20
Kevin Murray	20
BGE	20
Johnny Byrne	20
CRU	20
Daniel Ward	20
CRU	20
Vivion Grisewood	20
Aughinish	20
Stephen O'Hare	20

GNI	20
Terry Burke	20
Equinor	20
Peter Colleran	20
Nepkin	20
Sarah Thatt-Foley	20
GNI	20
Mark Phelan	21
Electric Ireland	21
Nicolas Lincoln	21
Nepkin	21
Eoin Madigan	21
John King	21
DECC	21
James Gallagher	21
Keith Deacon	21
AXPO	21

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# 1 Standing Items

## 1.1 Approval of minutes of previous meeting

The minutes of the Code Modification Forum (“**CMF**”) Meeting of 27 January 2021 were agreed and approved.

For supporting information, to be read in conjunction with these minutes, please see the slides presented at the 24 March 2021 Zoom Meeting.

## 1.2 Review of action items

The actions from the previous CMF Meeting of 27 January were reviewed and discussed

The Transporter gave an update on open actions as per slide 4 of this meetings presentation pack

**Action Item C572** would remain open, the Transporter confirmed that it would monitor, on an ongoing basis, the initial 25% Tolerance for RNG Entry Points.

**Action Item C575**, which requires the Transporter to furnish data to the CRU in connection with a review of SPC Settings for CNG Offtakes, would remain open.

Action Items C572 and C572 would remain open.

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The Transporter reported that it was carrying out its field activities in so far as allowed under Covid 19 restrictions. It continued to update Industry on the ongoing situation through the GMARG Forum.

## 1.4 GNI Scheduled Maintenance Update

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was on 19 May 2021 and involved station testing, valve check and validations at Cappagh South and this would now take place on 7 July. The second scheduled activity which comprises ESD testing at the Corrib Terminal has been changed from 8 September to 8 July.

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### **GAS QUALITY- Renewable Gas**

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## 2 Code Modification Proposals

### 2.1 A087 – New Framework for Suppliers in PPM Market

The Transporter reported that the legal text was being considered by the CRU..

### 2.2 A096 – Data Sharing Agreement/ A096A- Model Clauses to address a Hard Brexit

The CRU reported that it awaited clarification from the Transporter as to any outstanding issues with the relevant text in the Code

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The CRU indicated that it was at an advanced stage in its consideration of the Proposal and expected that, after clarification of a number of points with the Transporter that an Instruction was imminent. A Shipper Representative queried the transparency of the consultation process. The CRU stated that these queries related to time change issues.

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The Transporter referred to Slide 20 and the bulleted points thereon in relation to this Proposal which pointed out that it would greatly simplify its monthly billing procedure,

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## 2.5 Status of Code Modification Proposals

The Transporter summarised the present position in relation to Code Modification Proposals. There were now five live current Modification Proposals

Number	Proposal	Proposer	Status
<b>A087</b>	New Framework for Suppliers in PPM Market	GNI	Consultation complete/under CRU review
<b>A096</b>	Data Sharing Agreement	GNI	Consultation complete/under CRU review
<b>A099</b>	CNG Supply Point Capacity Setting	GNI	In abeyance
<b>A0101</b>	Extension of Daily Exit Capacity Booking Window	ESB	Consultation complete/under CRU review



<b>A0104</b>	Proposal to transfer Capacity Overrun Charge revenues to allowed revenues and to remove maximum annual caps	GNI	Under consultation
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## 4. Other Agenda Items

### 4.1. Brexit and Gas Market Update

The Transporter prefaced its remarks by stating that this item would no longer be a standard Agenda Item but reports would be given to meetings as relevant to ongoing developments. It stated that it was highly likely that GNI(UK), as a UK TSO, will not be able to retain its ENTSOG membership. The EU was negotiating a Memorandum of Understanding (MOU) which, when drafted, must be approved by BEIS and the EC. GNI was party to this process through its continuing ENTSOG involvement. ENTSOG will engage with UK TSOs, including GNI(UK), in separate meetings.

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This item was presented by Kirsty Ingham of ESB, who has become the new Chair of EAI (Electricity Association of Ireland). Kirsty stated that EAI was being rebooted and, at this stage, was mainly focussing on gas quality change proposals and possible impacts on their members infrastructure, ongoing security of supply reviews by the DECC, and a cost

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The Transporter stated that it was reviewing the ongoing development to the Forum and welcomed any Industry submissions as to how it might be expanded and adapted to suit Industry needs.

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## 5. Open CMF actions

ID	Action	Responsibility	Date Raised	Delivery Date
<b>C572</b>	Transporter to monitor the ongoing basis the adequacy of the initial 25% Tolerance for RNG Entry Points	Transporter	27/3/2019	Ongoing
<b>C575</b>	Transporter to furnish required data to CRU in connection with tariff review in relation to Supply Point Capacity Settings	Transporter/CRU	25/3/2020	Ongoing

## 6. Calendar of meetings for 2021

CMF Date	Location
27 <sup>TH</sup> January 2021 (Wednesday)	Zoom Meeting
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16 <sup>th</sup> June 2021 (Wednesday)	Zoom Meeting
18 <sup>th</sup> August 2021 (Wednesday)	Dublin
20 <sup>th</sup> October 2021 (Wednesday)	Dublin
15 <sup>th</sup> December 2021 (Wednesday)	Dublin

## 7. Attendees

	Name	Representing
1	Andrew Kelly	GNI
2	Kieran Quill	GNI
3	Ike Udobi	GNI
4	Bernard O'Neill	GNI
5	Brian McGlinchey	Vermillion
6	Kirsty Ingham	ESB
7	Richard Harper	Nephin Energy
8	Martin Regan	Marex Spectron
9	Kirsty Ingham	ESB
10	Bryan Hennessy	Naturgy
11	Kevin Murray	BGE
12	Johnny Byrne	CRU
13	Daniel Ward	CRU
14	Vivion Grisewood	Aughinish
15	Stephen O'Hare	GNI
16	Terry Burke	Equinor
17	Peter Colleran	Nephin
18	Sarah Thatt-Foley	GNI

<b>19</b>	Mark Phelan	Electric Ireland
<b>20</b>	Nicolas Lincoln	Nephin
<b>21</b>	Eoin Madigan	
<b>22</b>	John King	DECC
<b>23</b>	James Gallagher	
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<b>25</b>		
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<b>27</b>		
<b>28</b>		
<b>29</b>		
<b>30</b>		



Gas  
Networks  
Ireland

# Code Modification Forum

**Wednesday, 24 March 2021**  
**(via Zoom)**

# Agenda

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1. Review of minutes from last meeting
2. Review of open actions
3. GNI Update re Impact of Covid 19
4. Update on Maintenance
5. Gas Quality – Ongoing Matters
6. Code Modification Proposal A087 –New Framework for Suppliers in PPM Market
7. Code Modification Proposal A096- Data Sharing
8. Code Modification Proposal A101- Extension of Daily Exit Capacity Booking Window
9. Code Modification Proposal A104- Amendment to Code of Operations to transfer Capacity Overrun Charge revenue to allowed revenues and removing the maximum annual caps on overrun charges
10. GNI Code Modification Proposal A104-A – Amendment to Code of Operations to transfer Scheduling Charge revenues to allowed revenues
11. Status of Code Modification Proposals
12. Gas and Electricity Interaction – Presentation by EAI/MAREI
13. Brexit briefing update
14. AOB – ongoing CMF development / Next Meeting



# 1. Review of minutes from last meeting

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- Minutes of CMF meeting of [27 January 2021](#) were issued on 18 March 2021.

## 2. Review of open actions

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ID	Action	Responsibility	Status	Priority
C572	Transporter to monitor on ongoing basis the adequacy of the initial 25% tolerance for RNG Entry Points	Transporter	Open	Medium
C575	Transporter to furnish required data to CRU in connection with tariff review in connection with tariff review in relation to SPC Settings for CNG Offtakes	Transporter	Open	High

# 3. GNI Update

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- IMPACT OF COVID 19

## 4. 2020/2021 Maintenance Days

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### Maintenance Programme Gas Year 2020/21

Date	Duration	Entry Points	Commentary
<del>19<sup>th</sup> May</del> 7 <sup>th</sup> July 2021	1	Bellanaboy	Station testing, valve check and validations at Cappagh South.
<del>8<sup>th</sup> Sep</del> 8 <sup>th</sup> July 2021	1	Bellanaboy	ESD testing at the Corrib Terminal (will be coordinated with the annual Corrib planned maintenance).



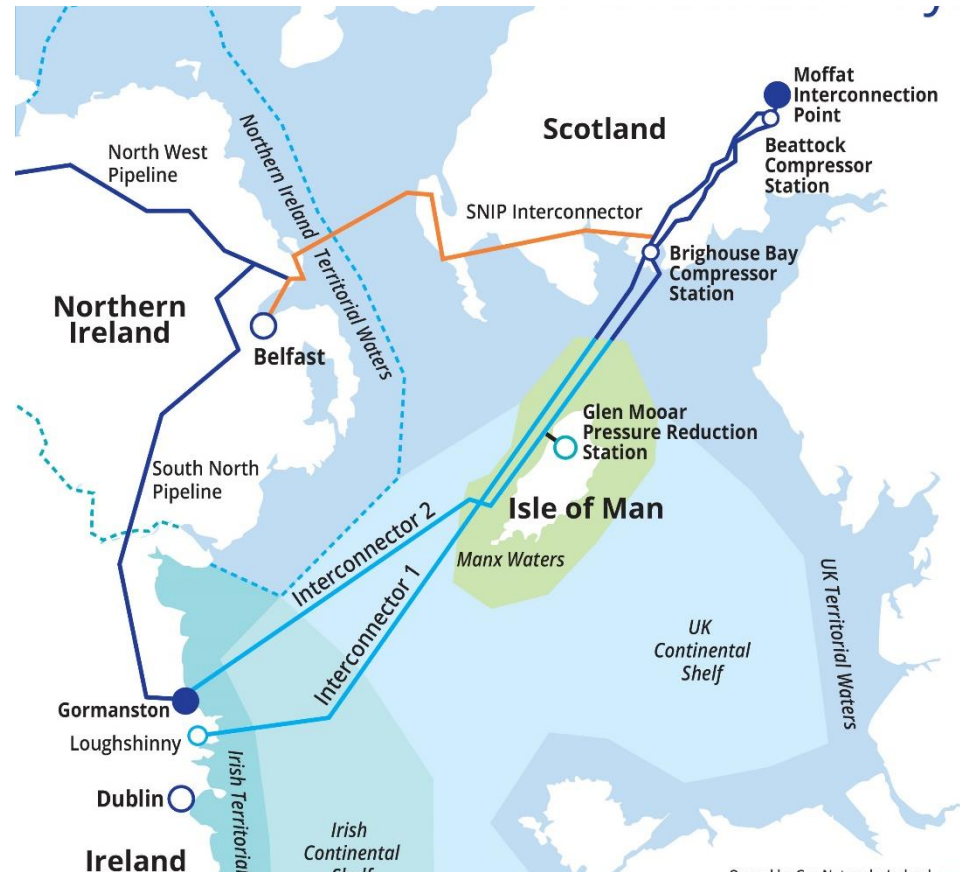
Gas  
Networks  
Ireland

# Beattock Station Upgrades Project Update 2021

**24<sup>th</sup> March 2021**

# Introduction

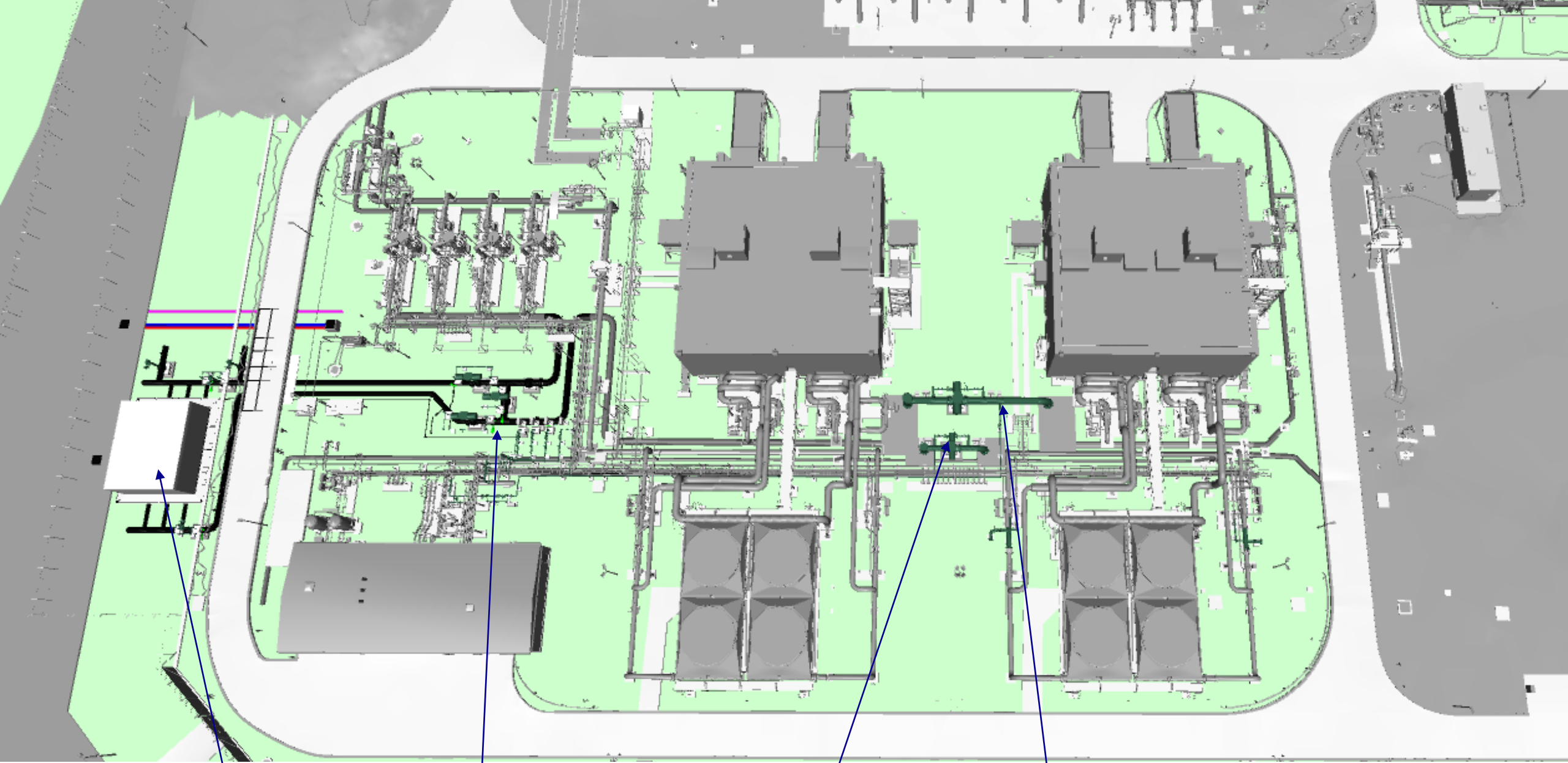
- Beattock Station Upgrades Objectives;
- Management of the challenges;
- Challenges to delivery of the project;
- Assistance.



# Beattock Station Upgrade Project

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- Background: Security of Supply (EU Regulation 994) Risk Assessment study on single points of failure to GNI(UK) Ltd and GNI Network identified the Suction and Discharge Headers at Beattock Compressor Station;
- Purpose:
  - Ability to split the station if an integrity issue arises or for maintenance that could require / benefit from its use;
  - On completion will have ability to control inlet pressure:
    - existing Beattock design is not optimal for the current and forecasted operating conditions, entry flows and pressures from the UK national grid, at the Moffat Entry Point. Project will reduce impact of fluctuations of inlet pressures, and Differential Pressure across the station;
    - modifications to the station's Volume Control System will allow operation of the compressors at an optimum level, considering the inlet/outlet pressures and required flow rates. Provides consistency for operation of units, stabilises inlet profile, less heating then cooling in short periods due to reduced frequency of stop-starts on the compressor trains.
- Status: Principal Contractor mobilising at present.



10

Suction Throttling and pipework to control inlet pressure

Discharge Header Valve

Suction Header Valve





# Project Controls Include

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- Temporary Bypass being installed to provide ability to compress gas during phases when Station would (without it) have had to be off line;
- Multiple Hazard Identification and Constructability Studies completed;
- Minimising works as much as possible needing completion during periods of Station outages;
- Minimising number of Station outages;
- Planning outages for weekends to minimise impact on supply and endeavouring to utilise availability of two Bank Holiday's with potential reduced demand days;
- Engagement with other Entry Points on planning of works;
- Communications with stakeholders.

# Beattock Station Upgrade Project (cont.)

- 1. Non Routine Operations
- 2. Constraints
- 3. Outages

- Non Routine Operations:
  - Reduced operating capacity at the Station due to limited access to compressor units;
  - Currently four compressor units / trains available;
  - Usually one in use in normal operation;
  - Availability will be in pairs between May to beginning July.
- Constraints May to beginning July:
  - On Temporary Bypass flows limited to 650kcms per hour (connected to Units A & B);
  - From Moffat 1050kcms (when flowing through Unit C&D).
- Station Outages 1<sup>st</sup> May to 4<sup>th</sup> July:
  - 4 planned outages of varying time lengths;
  - Ability to flow ahead limited if on temporary bypass;
  - Ability to catch up constrained on either operating mode.

# Assistance:

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- Communications in advance of May;
- By completing works on weekends we are attempting to create capacity that elements of works that cannot be achieved on a Saturday can be deferred to the Sunday (or a Bank Holiday Monday (2 available during period)) if demand based on early nominations a potential issue;
- During certain periods looking for:
  - Nominations as early and realistic as possible on the day. This assists with knowledge of available time for Grid Control and Operations on site;
  - Planning of communications if there is an issue during an outage – if during an outage there is a failure of a component or a leak path which may need immediate repair but outcome may be unable to make up gap in nominations for gas day.

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# Questions?

## 5a. Gas Quality – EU/UK Changes

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- NSAI Technical Committee 11 on European Gas Quality will present to the CMF at the June Meeting on the ongoing proposal changes and the work of the committee

# 5b.Qas Quality –Renewable Gas

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- GNI is considering lowering the minimum CV requirement and increasing the maximum allowed for oxygen for biomethane entry points on the Transmission Network
- Current Code of Operations requirements are:
  - CV 39.9 -42.3 MJ/m<sup>3</sup>
  - Oxygen <0.2% (1% for biomethane entry points on the Distribution Network)
- GNI requested Industry to work with OEMs to assess possible impacts
  - Feedback received from some parties
  - GNI has held bilateral meetings with a number of Shippers
- Analysis continues by GNI and its consultant in potential for blending of RNG and NG at the point
- Questions/comments to [Yvette.jones@gasnetworks.ie](mailto:Yvette.jones@gasnetworks.ie)

## 6. Code Mod A087- New Framework for Suppliers in PPM Market (for mention)

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- Legal text under review by CRU

## 7. A096 Data Sharing Agreement (for mention)

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- Legal text under review by CRU
- GNI to clarify outstanding issues.



## 8. A101 Amendment to Code of Operations to facilitate the extension of the Daily Capacity Booking Window ( for mention)

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- Under review by CRU

# 9.Code Modification Proposal A104

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- **Proposal to amend Code of Operations to transfer Capacity Overrun Charge revenues to allowed revenues and removing the maximum annual caps on overrun charges**
- Move the monies associated with Capacity overruns from a Disbursements Account into GNI Transportation Revenues Account
- GNI will not earn any additional revenues under the Revenue Cap
- The incentive to book sufficient capacity does not change
- Monies will be returned to shippers via lower future tariffs
- Monthly billing will be greatly simplified as each shipper holding capacity is issued a monthly credit related to overruns.
- If an overrun is subsequently refunded/cancelled the Disbursements Account has to be resettled .

# Code Modification Proposal A104 (cont.)

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- **Remove the maximum annual cap on overrun charges ( Part C –Section 11.3.6(c))**
- This cap is a carryover from the tariff regime that existed before short term capacity charges were introduced in 2007
- The cap has never been reached, nor has any shipper come close to the cap
- The IT systemisation is very complex and must be tested each time there is a change that affects the billing of Capacity Charges
- GNI believes that the cap is redundant and should be removed.

# 10.Code Modification Proposal A104A (to issue)

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- **Proposal to amend Code of Operations to transfer Scheduling Charge revenues to allowed revenues**
- Move the monies associated with Scheduling Charges from a Disbursements Account into GNI Transportation Revenues Account
- GNI will not earn any additional revenues under the Revenue
- Monies will be returned to shippers via lower future tariffs
- Monthly billing will be greatly simplified .

## 11. Status of Code Modification Proposals

Number	Title of Proposal	Proposer	Status
A087	New Framework for Suppliers in PPM Market	GNI	Live/ Implementation process review
A096	Data Sharing Agreement	GNI	Live/Under review
A099	CNG Supply Point Capacity Setting	GNI	In abeyance
A101	Extension of Daily Exit Capacity Booking Window	ESB	Live/Under review
A104	Transfer Capacity Overrun Charge revenue to allowed revenues/ removing maximum annual caps on overrun charges	GNI	Live/Under review
A104(a)	Transfer Scheduling Charge revenues to allowed revenues	GNI	To issue



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# BREXIT

## Update to the Code Mod Forum

*March 2021*

# Future GNI (UK) ENTSOG Membership

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- Highly likely that GNI (UK), as a UK TSO, will not be able to retain ENTSOG membership.
- The European Commission (EC) has written to ENTSOG & BEIS outlining that ENTSOG is to progress a MOU with the UK TSOs to govern the future relationship between both parties.
- EC letter to ENTSOG states that *“the framework for cooperation shall not involve, or confer a status comparable to, membership of ENTSO-G by UK TSOs. While this means the UK TSOs cannot have formal affiliation with ENTSO-G or an associated right to participate in the internal procedures and meetings of ENTSO-G, the UK could be invited on an ad-hoc basis for meetings or discussions which are necessary for the effective implementation of the Agreement”*.
- GNI is engaging with ENTSOG on progressing the MOU.
- ENTSOG will also engage with UK TSOs, including GNI(UK), in separate meetings. The MOU must be approved by both BEIS and the EC.

# TEN-E Infrastructure Funding Review

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- GNI held number of meetings with MEPs, DECC and the Energy Attaché regarding the review of the TEN-E Regulation.
- Meetings have highlighted GNI concerns with the current drafting, specifically the **cross-border criteria** and the implications for security of supply. These are issues for Ireland post Brexit.
- GNI has consulted with ENTSOG to draft proposed legal text for the revised TEN-E. The proposal is to create an entirely separate “Irish Article” within the Regulation, explaining the situation Ireland is in and creating necessary cross-border criteria exceptions for Ireland on this basis.
- This proposal has been circulated to CRU and DECC. Next steps include ENTSOG Board approval to progress this proposal.





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# Gas and Electricity Interaction

*March 2021*



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# Code Mod Forum 24<sup>th</sup> March 2020

A decarbonised future powered by electricity



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## INTRODUCTION TO EAI

- EAI is the authoritative voice of the electricity industry and gas retail sector in Ireland.
- EAI's vision is for a cost-effective transition to a decarbonised electricity sector by 2050.
- EAI is supportive of efficient and competitive electricity and gas markets that support customer preference and sustainable investment in the sector.
- Our membership comprises utilities that represent 90% of generation and retail business activities and 100% of distribution within the market.
- EAI represents some of the largest gas shippers and users on the island of Ireland and wish to use the Gas-to-Power slot at this forum to raise member concerns going forward.

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# EAI MEMBERS

## EAI FULL MEMBERS

EP UK Investments



BORD NA MÓNA  
Naturally Driven

Brookfield  
Renewable

electric  
Ireland

enérgia



## EAI ASSOCIATE MEMBERS

ARTHUR COX



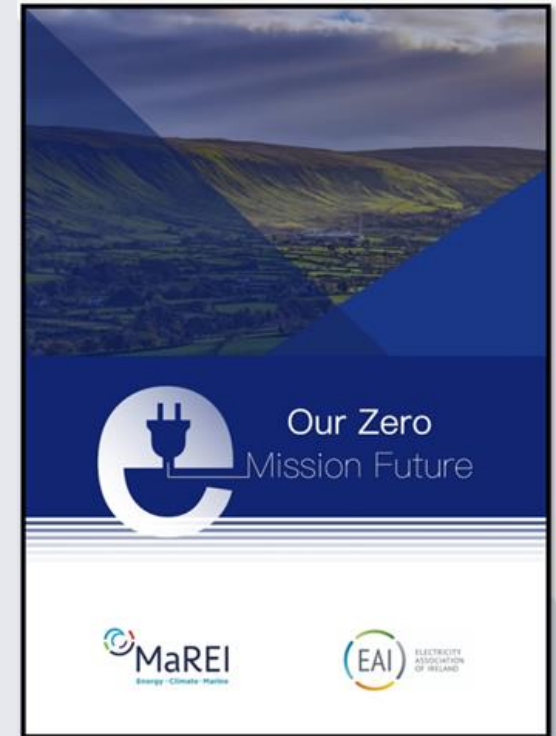
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## OUR ZERO E-MISSION FUTURE REPORT

- Report authored by Paul Deane and Laura Mehigan (UCC MaREI) looks at the configuration of the future All-Island power system based on achieving the renewable energy target of 70% for electricity consumption by 2030.
- The system will be 40% larger in capacity and will emit half of the carbon emissions of today.
- Wind energy will be the main driver of decarbonization, the reliable delivery of electricity requires conventional generation to play a necessary role providing energy, system services and flexibility.
- Gas capacity in 2030 will be similar to levels seen today, although plants will operate 20% less with a 25% of these hours at minimum generation and more start-ups for CCGTs and 50% of these hours at minimum generation for OCGTs
- Paul Deane has kindly offered to present the report in more detail.







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## KEY ASKS FROM OUR ZERO E-MISSION FUTURE REPORT

- A co-ordinated and collaborative All-Island effort across industry/Government/Regulators is needed to complete short term CBAs and make early policy decisions to stimulate required investments.
- Clear signals to industry are needed to support other innovative and competitive solutions to reduce constraint and curtailment.
- Need transparency regarding the nature and timelines for developing the grid from RAs and TSOs.
- Both Ireland and Northern need revenue controls frameworks to support required regulated investments and to provide investment certainty for merchant investment.
- Significant dispatchable generation (with lower running hours) required in 2030 for system security.
- Need market structures that support flexible dispatchable generation as dispatch patterns change.
- Now it the time to consider the makeup of these dispatchable generation and its transition to a low carbon, secure dispatchable generation volume.

# 14.AOB

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- Ongoing development of Code Modification Forum
- Publication of Code Mod Forum related materials
- GNI Training for Shippers/Suppliers

# Code Modification Forum Meetings in 2021

*Next Meeting*  
→

CMF Dates 2021	Location
27 <sup>th</sup> January 2021 (Wednesday)	Zoom Meeting
24 <sup>th</sup> March 2021 (Wednesday)	Zoom Meeting
16 <sup>th</sup> June 2021 (Wednesday)	Zoom Meeting
18 <sup>th</sup> August 2021 (Wednesday)	Dublin
20 <sup>st</sup> October 2021 (Wednesday)	Dublin
15 <sup>th</sup> December 2021 (Wednesday)	Dublin





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Thank you for your participation