CODE OF OPERATIONS MODIFICATION PROPOSAL

MODIFICATION DETAILS				
Modification Number: A104	**Modification Title: Transfer payment of Capacity Overrun Charge Revenue from Capacity Overruns Disbursement Account to allowed revenue ; remove the multipliers / caps calculation regime for Supply Point Capacity Overruns**			
Modification Proposer:	**Modification Representative:**	**Modification Representative Contact Details (email address):**	**Date Submitted**:	**Proposed Implementation Date:**
Gas Networks Ireland	Andrew Kelly	Andrew.Kelly@gasnetworks.ie	4/2020	1/10/2020

Proposal (including rationale): To align with ACER recommendation in Analysis of the Consultation Document on the Gas Transmission Tariff Structure for Ireland dated 10/14/2019 on the basis that Capacity Overrun Charges are related to access to the network and are therefore within the Tariff Reference Price Methodology ; and to remove the Multipliers and Caps for Supply Point Capacity Overruns in Section 11.6 of Part C (*Capacity*) where the Supply Point Capacity reserved by a Shipper at a LDM Supply and /or by all Shippers at a Multiple Shipper LDM Supply Point or at a DM Supply Point where a DM Supply Point Capacity Revision Request has been accepted by the Transporter is less than or greater than or equal to (as applicable) than the Transporter Recommended LDM Supply Point Capacity as these Caps are never reached and it overcomplicates the calculation process

Proposed Implementation Date: 1 October 2020

Proposed section of the Code to be modified: Delete Section 12 and Sub-sections 11.6.3(d) (f) ,(g) and (h) and amendment to Sub-section 11.6.3 (b)

MODIFICATION MOTIVATION

Intended Outcome of the Proposed Modification: To comply with ACER recommendation to transfer payment of Capacity Overrun Charge Revenue from the Capacity Overruns Disbursement Account to allowed revenue; to remove the Multiplier/Cap calculation regime for Supply Point Capacity Overrun Charges as it is no longer relevant and over complicates the calculation process

Benefits of implementing this Modification: GNI will comply with the ACER recommendation to treat revenue from Capacity Overrun Charges as allowed revenue; GNI will remove a now irrelevant Supply Point Capacity Overrun Charge Multiplier/Cap calculation feature from its GTMS IT system

Consequences of not making this Modification: GNI will not be in compliance with the ACER recommendation to treat revenue from Capacity Overrun Charges as allowed revenue; GNI will retain a now irrelevant Supply Point Capacity Overrun Charge feature on its GTMS IT system

Illustrative Example (Please enter a scenario where the issue and solution are illustrated):

CODE OF OPERATIONS

NOTICE TO SHIPPERS

PURSUANT TO THE CODE OF OPERATIONS

APPROVAL OF MODIFICATION

CODE MODIFICATION CODE MODIFICATION A104 - 'Transfer payment of Capacity Overrun Charge Revenue from Capacity Overruns Disbursement Account to Allowed Revenue; remove caps for Supply Point Capacity Overruns'

COMMISSION INSTRUCTION

Pursuant to Section 13(1) of the Gas (Interim) (Regulation) Act 2002, the Commission approves Code Modification A104 - 'Transfer payment of Capacity Overrun Charge Revenue from Capacity Overruns Disbursement Account to Allowed Revenue; remove caps for Supply Point Capacity Overruns' .

This modification amends Part C (Capacity) of the Code of Operations to remove references to the Entry and Exit Capacity Overrun Disbursements Account. The modification will result in revenue from Capacity Overrun Charges, other than Supply Point Capacity Overrun Charges, being treated as part of GNI's Allowed Revenue.

This approved modification will come into effect on 11 May 2022.

Signed:

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Karen Kavanagh
Director of Networks & Economic Regulation

Issue Date: 11 May 2022

CODE OF OPERATIONS

NOTICE TO SHIPPERS

PURSUANT TO THE CODE OF OPERATIONS

APPROVAL OF MODIFICATION

CODE MODIFICATION A104 – 'Transfer payment of Capacity Overrun Charge Revenue from Capacity Overruns Disbursement Account to Allowed Revenue; remove caps for Supply Point Capacity Overruns'

COMMISSION RATIONALE

Pursuant to Section 13(1) of the Gas (Interim) (Regulation) Act 2002, the Commission approves Code Modification A104 'Transfer payment of Capacity Overrun Charge Revenue from Capacity Overruns Disbursement Account to Allowed Revenue; remove caps for Supply Point Capacity Overruns'

This modification will result in revenue from Capacity Overrun Charges other than Supply Point Capacity Overrun Charges no longer being processed via the Capacity Overrun Disbursement Account and instead these charges will be treated as part of the Allowed Revenue of GNI. The modification will not give rise to any changes in the calculation of Capacity Overrun Charges nor does it change the treatment of revenue received from Supply Point Capacity Overrun Charges.

This approved modification will come into effect on 11 May 2022 and will apply, from the commencement of the Gas Year 2021/2022, to all revenue from the relevant Entry and Exit Capacity Overruns. The background and rationale for the modification are set out below.

BACKGROUND

Capacity Overrun Charges are levied by the Transporter, GNI, in accordance with Section

11 of Part C (Capacity) of the Code. Such charges arise when a shipper's allocated quantities exceed the level of active capacity reserved by the shipper at a particular Entry or Exit Point. The type of overrun charge, which can arise, falls into one of the following categories:

- IP Capacity Overrun Charge;
- Entry Capacity Overrun Charge;
- Exit Capacity Overrun Charge;
- Sub-Sea I/C Offtake Capacity Charge or
- Supply Point Capacity Charge

Heretofore, revenue received from such charges has been paid into one of two Disbursements Account viz. the "Entry and Exit Capacity Overrun Disbursements Account" or
the "Supply Point Capacity Overrun Disbursements Account". These accounts are operated in accordance with Section 12.1 and Section 12.2 respectively of Part C of the Code.

INDUSTRY CONSULTATION

GNI raised the Modification Proposal for Modification A104 on the 12th February 2021. It was issued for consultation to industry on the same day with a closing date for comments prior to the Code Modification Forum meeting of the 24th March. No submissions were received before or at this meeting.

It is noted that the title of Modification A104 (see above) suggests the removal of caps on capacity overruns relating to Supply Point Capacity only, whereas the modification, in its original form, included for the removal of capacity overrun caps for all types of capacity. At the Code Modification Forum meeting of the 16th June 2021, GNI indicated that it was withdrawing that part of the proposal relating to the removal of caps on Supply Point Capacity Overruns. In light of this change the modification again formed part of the agenda for the Code Modification Forum meeting of the 18th August 2021. Updated legal drafting was then circulated to industry on the 17th September with a closing date for comments of 1st October 2021. No submissions were received. The legal drafting, circulated to industry on 17th September 2021, included for the removal of caps on all capacity overrun types other than Supply Point Capacity.

Given the potential for misunderstanding on the scope of the modification, CRU requested that the issue of removal of capacity overrun caps be removed from Modification A104 and dealt with, as required, in a separate modification. GNI made a presentation on the matter at the Code Modification Forum meeting of 15th December 2021 and updated legal drafting was circulated to industry on 21st December 2021. The closing date for comments for this consultation was 21st January 2022. One submission was received which was addressed by GNI to the satisfaction of the shipper who made the submission.

BRIEF OUTLINE OF THE CODE MODIFICATION.

On a monthly basis, GNI calculates the charges due from each shipper arising from any capacity overruns incurred by the shipper in that month and an invoice is issued for monies

due. Modification A104 does not alter the rules for determination of capacity overrun charges nor does it impact on the frequency of invoicing. Capacity Overrun Charges will continue to be invoiced monthly in accordance with Section 11.3 of Part I of the Code and receipts from Supply Point Capacity Overruns will continue to be lodged to the Supply Point Capacity Overrun Disbursements Account.

Following implementation of Modification A104 receipts from capacity overrun charges relating to all capacity other than Supply Point Capacity will be treated as part of GNI's Allowed Revenue. Such receipts will no longer be lodged to the Entry and Exit Capacity Overrun Disbursements Account. GNI's Allowed Revenue is determined by the CRU pursuant to the 1976 Gas Act (as amended) and GNI's Transmission and Distribution licences. The Allowed Revenue is set on a five-year basis as part of the Price Control process at a level that enables the licensee to cover its permitted expenditure and to enable it to earn a reasonable return on any capital it employs.

Each year, the network tariffs are reviewed by CRU to ensure that GNI only recovers costs necessary for the efficient operation of its Transmission and Distribution Systems. On an annual basis GNI reports to the CRU on its actual receipts for the year past and the CRU adjusts the transportation tariffs to allow for any under or over recovery of funds by GNI. Arising from Code Modification A104, monies received from Capacity Overrun Charges, other than Supply Point Capacity Overrun Charges, will be reconciled as part of such under or over recovery and will feed into the tariff setting process for the year ahead.

The modification will come into effect on 11 May 2022 and will apply to all revenue received from the relevant Entry and Exit Capacity Overruns from the commencement of the Gas Year 2021/2022.

REASONS FOR THE APPROVAL OF THE CODE MODIFICATION

Modification A104, in giving rise to the abolition of the Entry and Exit Capacity Overrun Disbursements Account will reduce the level of reconciliation to be applied to shippers' accounts at the end of the gas year. To date, the monies lodged to this account from capacity overrun charges has been redistributed to shippers at year end to ensure that GNI remain cash neutral with regard to such revenues. Following the implementation of Modification A104 such activity will not be required giving rise to a more efficient billing process.

Issue Date: 11 May 2022

11. CAPACITY OVERRUNS

11.1 General

11.1.1 IP Capacity Overruns, Entry Capacity Overruns and Exit Capacity Overruns will apply in respect of IP Capacity, Entry Capacity and Exit Capacity.

11.1.2 Interruptible IP Capacity Overruns will apply in respect of Interruptible IP Capacity.

11.1.3 Supply Point Capacity Overruns will apply with respect to LDM Supply Point Capacity and DM Supply Point Capacity.

11.2 Definitions

11.2.1 For the purpose of the Code:

(a) "**Overrun Quantity**" means an IP Capacity Overrun Quantity, an Entry Capacity Overrun Quantity, a LDM Exit Capacity Overrun Quantity, a DM Exit Capacity Overrun Quantity, a Sub-Sea I/C Offtake Capacity Overrun Quantity, an Interruptible IP Capacity Overrun Quantity or a Supply Point Capacity Overrun Quantity (as the case may be);

(b) "**IP Capacity Overrun**" means where the quantity of Natural Gas allocated to an individual Shipper at an IP Entry Point at an IP VExit or at an IP CSEP or at a IP VEntry is greater than the Active IP Entry Capacity or the Active IP CSEP Offtake Capacity or the Daily Interruptible IP VEntry Capacity or the Daily Interruptible IP VExit Capacity (as the case may be) which is held by that Shipper at the IP in respect of the Day;

(c) "**IP Capacity Overrun Quantity**" means a quantity of Natural Gas that is calculated in accordance with Section 11.3;

(d) "**Entry Capacity Overrun**" means where the quantity of Natural Gas allocated to an individual Shipper at an Entry Point is greater than the Active Entry Capacity which is held by that Shipper at such Entry Point in respect of a Day;

(e) "**Entry Capacity Overrun Quantity**" means a quantity of Natural Gas calculated in accordance with Section 11.3.2;

(f) "**Exit Capacity Overrun**" means a LDM Exit Capacity Overrun or a a DM Exit Capacity Overrun (as the case may be);

(g) "**LDM Exit Capacity Overrun**" means the quantity of Natural Gas allocated to an individual Shipper at or in respect of a LDM Offtake is greater than the Active LDM Exit Capacity which is held by that Shipper at or in respect of that Offtake Point to which the allocation relates;

(h) "**DM Exit Capacity Overrun**" means the aggregate quantity of Natural Gas allocated to an individual Shipper in respect of DM Offtakes in respect of which such Shipper is registered is greater than the Aggregate Primary DM Exit Capacity which is held by that Shipper;

(i) **NOT USED**

(j) "**LDM Exit Capacity Overrun Quantity**" means the quantity of Natural Gas calculated in accordance with Section 11.4.2(c);

(k) "**DM Exit Capacity Overrun Quantity**" means a quantity of Natural Gas calculated in accordance with Section 11.4.3(b);

(l) **NOT USED**

(m) "**Supply Point Capacity Overrun**" means a LDM Supply Point Capacity Overrun or a DM Supply Point Capacity Overrun;

(n) "**LDM Supply Point Capacity Overrun**" means where the quantity of Natural Gas allocated to an individual Shipper at a LDM Supply Point is greater than the Active LDM Supply Point Capacity which is held by that Shipper at that LDM Supply Point to which the allocation relates;

(o) "**DM Supply Point Capacity Overrun**" means where the quantity of Natural Gas allocated to an individual Shipper at that DM Supply Point is greater than the DM Supply Point Capacity which is held by that Shipper at that DM Supply Point;

(p) "**Supply Point Capacity Overrun Quantity**" means a quantity of Natural Gas calculated in accordance with Section 11.6.2;

(q) "**Sub-Sea I/C Capacity Overrun**" means where the quantity of Natural Gas allocated to the Shipper at the Sub-Sea I/C Offtake is in excess of the Shippers Active Sub-Sea I/C Offtake Capacity;

(r) "**Sub-Sea I/C Offtake Capacity Overrun Quantity**" means a quantity of Natural Gas calculated in accordance with Section 11.4.2;

(s) "**Interruptible IP Capacity Overrun Quantity**" means the quantity of Natural Gas calculated in accordance with Section 11.5;

(t) "**IP Capacity Overrun**" means the quantity of Natural Gas allocated to an individual Registered Shipper at a IP VExit or IP VEntry (as the case may be) which is in excess of the Shipper's booked IP VExit Offtake Capacity or IP VEntry Capacity (as the case may be).

11.3 **IP Entry Capacity Overruns and IP CSEP Offtake Capacity Overruns**

11.3.1 An IP Capacity Overrun Quantity in respect of a Shipper at each Interconnection Point shall be calculated separately in respect of IP Entry Capacity and IP CSEP Offtake Capacity in respect of a Day.

11.3.2 The IP Capacity Overrun Quantity in respect of a Shipper at an IP Entry Point and/or at an IP CSEP shall be calculated as follows:

(a) for an OBA-Day the IP Capacity Overrun Quantity for a Shipper for the Day shall be the excess of the sum of the Shipper's Final IP Entry Allocation(s) or Final IP CSEP Offtake Allocation(s) for the Day over the Shipper's Active IP Entry Capacity or IP CSEP Offtake Capacity (as the case may be) for that Day;

(b) on a Non-OBA Day the Shipper's IP Capacity Overrun Quantity for the Day shall be the lesser of:

(i) the excess of the sum of the Shipper's Final IP Entry Allocations or IP CSEP Offtake Allocations for the Day over the Shipper's IP Nomination Confirmed Quantities at the IP Entry Point or IP Nomination Confirmed Quantity at the IP CSEP for the Day; or

(ii) the excess of the sum of the Shipper's Final IP Entry Allocation(s) or Final IP CSEP Offtake Allocation(s) for the Day over the Shipper's Active IP Entry Capacity at the IP Entry Point or IP CSEP Offtake Capacity at the IP CSEP (as the case may be) for that Day in each case adjusted to take account of any applicable Entry Overrun Tolerance or Variance Percentage.

11.3.3 **IP Capacity Overrun Charge**

(a) A Shipper shall be liable for a charge ("**IP Capacity Overrun Charge**") in respect of a Day when the IP Capacity Overrun Quantity in respect of the applicable IP Capacity is positive.

(b) The IP Capacity Overrun Charge in respect of IP Entry Capacity or IP CSEP Offtake Capacity at each IP will be calculated according to the following formula:

$$\text{OV Charge} = IP_{OQ} * OM * T$$

where:

OV Charge	=	The IP Capacity Overrun Charge.
IP_{OQ}	=	The IP Capacity Overrun Quantity.
OM	=	4
T	=	The applicable IP Capacity Charge with respect to Daily IP Entry Capacity or Daily IP CSEP Offtake Capacity (as the case may be).

(c) a Shipper's liability in respect of the IP Capacity Overrun Charge in respect of each IP Entry Point and in respect of each IP CSEP shall be subject to a maximum yearly cap as follows:

(i) 0.5 times the applicable IP Capacity Charges in respect of IP Capacity Overrun Charges incurred in the Summer Period;

(ii) twice the applicable Annual IP Capacity Charges in respect of IP Capacity Overrun Charges incurred in the Shoulder Period; and

(iii) three times the applicable IP Capacity Charges in respect of IP Capacity Overrun Charges in any Gas Year,

and where the applicable IP Capacity Charges shall be the charges for IP Capacity which is Yearly,

The cap shall be applied to the maximum amount by which the Shippers applicable Active IP Capacity is exceeded. The caps will be reset at the start of each Gas Year.

(d) On a Restricted Capacity Day affecting an IP all references to Active IP Capacity in this Section 11.3 shall be references to the Shipper's Available Active IP Capacity on that Day.

11.3.4 **Entry Capacity Overrun Tolerance**

(a) A tolerance quantity ("**Entry Overrun Tolerance**") will be applied at an Entry Point or (for an non-OBA Day at an IP Entry Point) as follows;

(i) at an Entry Point which is not located at an IP and is not configured within a Bi-Directional CSP where the quantity of Natural Gas metered as delivered at the Entry Point is greater than the EODQ; and

(ii) at an Entry Point which is configured within a Bi-Directional CSP where the Net Metered Quantity (Entry) exceeds the difference between the EODQ and the Aggregate CSEP Nomination Quantity at the Bi-Directional CSP;

(iii) at an IP Entry Point for a Non OBA Day where the Metered Quantity or the Adjusted Metered Quantity (as applicable) exceeds the difference between the Aggregate IP Entry Confirmed Quantity and the Aggregate IP VExit Confirmed Quantity;

(b) The Entry Overrun Tolerance to be applied in respect of a Shipper on a Day shall be calculated according to the following formula:

EOT = AC *VP

where:

EOT = Entry Overrun Tolerance for a Shipper;

AC = Active Entry Capacity or Active IP Entry Capacity for a Shipper on a Day; and

VP = Variance Percentage;

and where the Entry Point is not configured within a Bi-Directional CSP:

VP = ((MeDQ –EODQ)/ (EODQ)) *100

MeDQ = Metered Delivered Quantity delivered at the Entry Point;

EODQ = the End of Day Quantity at the Entry Point; or

where the Entry Point is configured within a Bi-Directional CSP:

$$\mathbf{VP} = \left[\frac{\mathbf{(NMQE - (EODQ - CSEP_{NOMQ}) * 100}}{\mathbf{EODQ - CSEP_{NOMQ}}} \right]$$

where:

NMQE = the Net Metered Quantity (Entry);

EODQ = the End of Day Quantity;

$CSEP_{NOMQ}$ = the Aggregate IP CSEP Nomination Quantity in respect of the Day; and

the Variance Percentage shall, subject to Section11.3.4(c), be subject to a cap of 1.5 per cent; and

and in respect of an IP Entry Point

$$\mathbf{VP} = \left[\frac{\mathbf{(MQ - (EQ_{EN} - CQ_{VExit})}}{\mathbf{EQ_{EN} - CQ_{VExit}}} \mathbf{x} \frac{\mathbf{100}}{\mathbf{1}} \right]$$

MQ = the Metered Quantity or the Adjusted Metered Quantity (as applicable in respect of a Day)

EQ_{EN} = the Aggregate IP Entry Confirmed Quantity for that Day

CQ_{VExit} = the Aggregate IP VExit Confirmed Quantity for that Day.

(c) If the Metered Delivered Quantity at an Entry Point on a Day exceeds the EODQ by in excess of 1.5 per cent or the Net Metered Quantity (Entry) or exceeds the difference between the EODQ and the Aggregate CSEP Nomination Quantity at the Bi-Directional CSP by in excess of 1.5 per cent of such difference, or exceeds the difference between the Aggregate IP Entry Confirmed Quantity and the IP VExit Confirmed Quantity at the IP Entry Point the Transporter shall use reasonable endeavours to determine the reason for such excess; and

If the Transporter determines that such excess was not attributable, in whole or in part, to any act, default or

omission of the Shippers registered at the Entry Point then a cap of 1.5 per cent on the Variance Percentage (calculated in accordance with Section 11.3.1(b)) shall not apply to the extent that such excess was not so attributable to the Shippers registered at such Entry Point or IP Entry Point [or IP VExit].

11.3.5 **Entry Capacity Overrun and Entry Capacity Overrun Quantity**

(a) An Entry Capacity Overrun Quantity in respect of a Shipper shall be calculated separately in respect of Entry Capacity at each Entry Point on a Day.

(b) The Entry Capacity Overrun Quantity in respect of a Shipper at an Entry Point on a Day shall be calculated according to the following formula:

EnOQ = EnA – (AC+ EOT)

where:

EnOQ	=	Entry Capacity Overrun Quantity for a Shipper on a Day;
EnA	=	Final Entry Allocation at the Entry Point for a Shipper on a Day;
[AC	=	Active Entry Capacity at the Entry Point for a Shipper on a Day;]
EOT	=	Entry Overrun Tolerance as calculated in accordance with Section 11.3.4 for a Shipper on a Day.

11.3.6 **Entry Capacity Overrun Charge**

(a) A Shipper shall be liable for a charge ("**Entry Capacity Overrun Charge**") on a Day when the Entry Capacity Overrun Quantity is positive.

(b) The Entry Capacity Overrun Charge will be calculated according to the following formula:

OvCharge = EnOQ * OM * EnT

where:

OvCharge	=	Entry Capacity Overrun Charge;

EnOQ	=	Entry Capacity Overrun Quantity;
OM	=	4; and
EnT	=	applicable Daily Entry Capacity Charges with respect to Daily Entry Capacity.

(c) A Shipper's liability in respect of Entry Capacity Overrun Charges shall, in respect of each Entry Point, be subject to a maximum annual cap as follows;

(i) 0.5 times the applicable annual Entry Capacity Charges in respect of Entry Capacity Overrun Charges incurred in the Summer Period; and

(ii) twice the applicable annual Entry Capacity Charges in respect of Entry Capacity Overrun Charges incurred in the Shoulder Period; and

(iii) three times the applicable annual Entry Capacity Charges in respect of Entry Capacity Overrun Charges incurred in any Gas Year.

The cap will be applied to the maximum amount by which the Shipper's Active Entry Capacity is exceeded. The cap will be reset at the start of each Gas Year.

11.3.7 On a Restricted Entry Capacity Day all references to Active Entry Capacity in this Section 11 shall be references to the Shipper's Available Active Entry Capacity on that Day.

11.3.8 -[Not used].

11.3.9 If a Shipper registered at an Entry Point demonstrates in writing to the Transporter that the Entry Capacity Overrun in respect of a Day was not attributable in any way to the act, default or omission of the Shipper then such Shipper shall be entitled to relief from the Entry Capacity Overrun Charge to the extent that the Entry Capacity Overrun was not so attributable in any way to that Shipper.

11.4 **Exit Capacity Overruns**

11.4.1 **Restricted Capacity Days**

On a Day on which a Shipper is affected by a Restricted Capacity Day all references to Active Capacity and Shipper's Active Capacity for the purpose of this Section 11.4 shall be references to the Shipper's Available Active Exit Capacity of Shipper's Available Sub-Sea I/C Offtake Capacity on the Day.

11.4.2 **LDM Exit Capacity Overrun Quantity, Sub-Sea I/C Offtake Capacity Overrun Quantity**

(a) LDM Exit Capacity Overruns shall apply in respect of each individual Shipper and at individual LDM Offtake(s) where the LDM Exit Allocation for an individual Shipper at or in respect of the relevant LDM Offtake is greater than the Active LDM Exit Capacity held by that Shipper at or in respect of the relevant LDM Offtake on a Day to which the LDM Exit Allocation relates.

(b) Sub-Sea I/C Offtake Capacity Overruns shall apply in respect of each individual Shipper at the Sub-Sea I/C Offtake where the Sub-Sea I/C Offtake Allocation for the individual Shipper at such Sub-Sea I/C Offtake is greater than the Active Sub-Sea I/C Offtake Capacity held by that Shipper at the Sub-Sea I/C Offtake on the Day to which the Sub-Sea I/C Offtake Allocation relates.

(c) A LDM Exit Capacity Overrun Quantity or a Sub-Sea I/C Offtake Capacity Overrun Quantity in respect of a Shipper at or in respect of a LDM Offtake or a Sub-Sea I/C Offtake on a Day (as the case may be) shall be calculated according to the following formula:

$$\mathbf{ExOQ = (ExA - AC)}$$

where:

ExOQ = the Shipper's LDM Exit Capacity Overrun Quantity or Sub-Sea I/C Offtake Capacity Overrun Quantity (as the case may be) on the Day;

ExA = the Shipper's LDM Final Exit Allocation, or Sub-Sea I/C Offtake Allocation at or in respect of the LDM Offtake or the Sub-Sea I/C Offtake (as the case may be) on the Day; and

AC = the Shipper's Active LDM Exit Capacity or Active Sub-Sea I/C Offtake Capacity at or in respect of the

LDM Offtake or Sub-Sea I/C Offtake (as the case may be) on the Day.

11.4.3 **DM Exit Capacity Overrun Quantity**

(a) DM Exit Capacity Overruns shall apply in respect of a Shipper where the Final DM Exit Allocation in respect of such DM Offtakes for such Shipper is greater than the Aggregate Primary DM Exit Capacity held by that Shipper on a Day.

(b) A DM Exit Capacity Overrun Quantity in respect of a Shipper on a Day shall be calculated according to the following formula:

$$\mathbf{ExOQ = (ExA - AC)}$$

where:

ExOQ = the Shipper's DM Exit Capacity Overrun Quantity on the Day;

ExA = the Shipper's Final DM Exit Allocation on the Day; and

AC = the Shipper's Active Aggregate Primary DM Exit Capacity on the Day.

11.4.4 **NOT USED**

11.4.5 **Exit Capacity Overrun Charge**

(a) A Shipper shall be liable for a charge ("**Exit Capacity Overrun Charge**") in respect of each Exit Capacity Overrun Quantity which is positive.

(b) The Exit Capacity Overrun Charge will be calculated according to the following formula:

$$\mathbf{OvCharge = ExOQ * OM * ExT}$$

where:

OvCharge = Exit Capacity Overrun Charge;

ExOQ = Exit Capacity Overrun Quantity;

OM = 4; and

ExT = applicable Exit Capacity Charges in respect of capacity of a Daily duration.

(c) The Shipper's liability in respect of Exit Capacity Overrun Charges shall be subject to a maximum annual cap as follows;

(i) 0.5 times the applicable annual Exit Capacity Charges in respect of Exit Capacity Overrun Charges incurred in the Summer Period; and

(ii) twice the applicable annual Exit Capacity Charges in respect of Exit Capacity Overrun Charges incurred in the Shoulder Period; and

(iii) three times the applicable annual Exit Capacity Charges in respect of Exit Capacity Overrun Charges incurred in any Gas Year.

The cap refers to the limit of the number of multiples of the applicable annual Exit Capacity Charges that will be applied in that Gas Year in respect of the relevant LDM Exit Capacity at or in respect of each LDM Offtake and Aggregate Primary DM Exit Capacity for each Shipper. The cap will be applied to the maximum amount by which the Active Exit Capacity at the applicable LDM Offtake or the Aggregate Primary DM Exit Capacity of the Shipper is exceeded. The cap will be reset at the start of each Gas Year.

(d) A Shipper shall be liable for a charge ("**Sub-Sea I/C Offtake Capacity Overrun Charge**") in respect of each Sub-Sea I/C Offtake Overrun Quantity which is positive.]

(e) The Sub-Sea I/C Offtake Capacity Overrun Charge will be calculated according to the following formula:

$$\textbf{OV Charge} = \textbf{I/C}_{\textbf{off}}\ \textbf{OQ} * \textbf{OM} * \textbf{ExT}$$

where:

OV Charge = Sub-Sea I/C Offtake Capacity Overrun Charge

I/C_{off} OQ Overrun	=	the Sub-Sea I/C Offtake Capacity Quantity
OM	=	4; and
ExT	=	the Exit Capacity Charges in respect of capacity of a daily duration.

(f) [Not used.]

(g) The provisions of Section11.4.5(c) shall apply mutatus mutandis to the Shipper's liability in respect of Sub-Sea I/C Offtake Capacity Overrun Charges.

11.5 **IP VExit Overrun Quantity, IP VEntry Overrun Quantity and Charges**

11.5.1 On a day in respect of which the Transporter issues a IP VEntry or IP VExit Capacity Interruption Notice with respect to a IP VEntry or IP VExit as the case may be, all references to a Shippers booked. Daily Interruptible IP VEntry Capacity or booked Daily Interruptible IP VExit Capacity shall for the purpose of this Section 11 be references to the Shippers reduced Daily Interruptible IP VEntry Capacity or to the Shippers reduced Daily Interruptible IP VExit Capacity (as the case may be).

11.5.2 Interruptible IP Capacity Overruns shall apply in respect of each individual Registered Shipper:

(a) at the IP VEntry when the IP VEntry Allocation for such Shipper at the IP VEntry is greater than the booked Daily Interruptible IP VEntry Capacity held by the Shipper on the Day to which the IP VEntry Allocation relates; or

(b) at the IP VExit where the IP VExit Allocation for such a Shipper at the IP VExit is greater than the booked Daily Interruptible IP VExit Capacity held by the Shipper on the Day to which the VExitP Allocation relates.

11.5.3 An IP VEntry Capacity Overrun Quantity or IP VExit Capacity Overrun Quantity in respect of a Registered Shipper at the IP VEntry or IP VExitP on or in respect of a Day will be calculated according to the following formula:

$$IOQ = (VA - VP_{cap})$$

Where:

IOQ	=	the Shippers IP VExit or IP VEntry Overrun Quantity (as the case may be)
VA	=	the Shippers Final Daily Interruptible IP VEntry Allocation or Final Daily Interruptible IP VExit Allocation at or in respect of the IP VEntry or IP VExit as the case may be on the Day.
VPcap	=	the Shippers booked IP VEntry Capacity or the Shipper's booked IP VExit Capacity at the IP VEntry or at the IP VExit on the Day.

11.5.4 A Shipper shall be liable for a charge ("**IP Interruptible Capacity Overrun Charge"**) in respect of each VEntry and/or VExit Capacity Overrun Quantity.

11.5.5 The IP Interruptible Capacity Overrun Charge will be calculated in accordance with the following formula:

OvCharge = IOQ *OM *VXT

Where:

OvCharge	=	the IP Interruptible Capacity Overrun Charge
IOQ	=	the IP VEntry Capacity Overrun Quantity or the IP VExit Capacity Overrun Quantity (or applicable)
OM	=	4
VXT	=	the applicable Daily IP Capacity Charges with respect to Daily IP Capacity at the IP at which the IP VEntry or IP VExit is located.

11.5.6 The application of Sections 11.5.1 to 11.5.5 (both inclusive) is suspended until such date as shall be notified by the Transporter with the approval of the Commission;

11.6 **Supply Point Capacity Overruns**

11.6.1 General

(a) Supply Point Capacity Overruns will not apply to NDM Supply Points.

(b) All references in Sections 11.6.2 and 11.6.3 to Active Supply Point Capacity shall, on a Restricted Capacity Day, be construed as references to Available Active Supply Point Capacity on a Day on which a Shipper's Active Supply Point Capacity is restricted in accordance with Part H (*Operations*) Section 2 (*Congestion Management*).

11.6.2 Supply Point Overrun Quantities

A Supply Point Capacity Overrun Quantity on a Day shall be calculated according to the following formula:

SPOQ = (SPA – SPC)

where:

SPOQ	=	the Shipper's Supply Point Capacity Overrun Quantity on the Day;
SPA	=	the Shipper's Final Supply Point Allocation at the LDM Supply Point or DM Supply Point on the Day; and
SPC	=	Supply Point Capacity held by the Shipper at the Supply Point or Active Supply Point Capacity in the case of a Multiple Shipper LDM Supply Point on the Day.

For the avoidance of doubt the Supply Point Capacity Overrun Quantity shall be calculated separately by reference to each Registered Shipper at each LDM Supply Point on each Day.

11.6.3 Supply Point Capacity Overrun Charges

(a) A Shipper shall be liable for a charge ("**Supply Point Capacity Overrun Charge**") in respect of each LDM Supply Point Capacity Overrun and each DM Supply Point Capacity Overrun when the Supply Point Capacity Overrun Quantity is positive.

(b) The Supply Point Capacity Overrun Charge shall be a multiple of the applicable annual Tariff applying to the relevant LDM and/or DM Supply Point Capacity reserved by a Shipper, subject to a maximum annual cap.

(c) The Supply Point Capacity Overrun Charge will be calculated according to the following formula:

SPOCharge = SPOQ * OM * SPT

where:

SPOCharge = Supply Point Capacity Overrun Charge;

SPOQ = the Shipper's LDM and/or DM Supply Point Overrun Quantity on the Day;

OM = overrun multiplier, referred to in Section 11.6.3(d); and

SPT = applicable annual Tariff.

(d) Different multipliers shall apply relative to the level of Supply Point Capacity that is reserved by the Shipper as follows:

(i) where:

(1) at a LDM Supply Point, the Shipper has at the commencement of the LDM Capacity Booking Period reserved a level of Primary LDM Supply Point Capacity that is less than the Transporter Recommended LDM Supply Point Capacity; or

(2) at a Multiple Shipper LDM Supply Point, the Shippers registered at such Multiple Shipper LDM Supply Point have reserved in aggregate a level of LDM Supply Point Capacity that is less than the Transporter Recommended LDM Supply Point Capacity or

(3) at a DM Supply Point during a DM Supply Point Capacity Reduction Period unless a DM Supply Point Capacity Revision Request to increase the level of

capacity above that reserved at the relevant DM Supply Point prior to the DM Supply Point Capacity Reduction Effective Date has been accepted by the Transporter to take effect during that DM Supply Point Capacity Reduction Period,

then the overrun multiplier shall be as set out in Section 11.6.3(f); or

(ii) where:

(1) at a LDM Supply Point, the Shipper has reserved a level of LDM Supply Point Capacity that is greater than or equal to the Transporter Recommended LDM Supply Point Capacity;

(2) at a Multiple Shipper LDM Supply Point, the Shippers registered at such Multiple Shipper LDM Supply Point have reserved in aggregate a level of LDM Supply Point Capacity that is greater than or equal to the Transporter Recommended LDM Supply Point Capacity; or

(3) any Supply Point Capacity Overrun occurs at a DM Supply Point other than at a DM Supply Point as identified at Section 11.6.3(i)(3) above,

then the overrun multiplier shall be as set out in Section 11.6.3(g).

(e) A Shipper shall be deemed for the purpose of calculation of Supply Point Capacity Overrun Charges to have reserved the Transporter Recommended LDM Supply Point Capacity for the duration of the LDM Capacity Booking Period where the Shipper has reserved the Transporter Recommended LDM Supply Point Capacity on the first day of such LDM Capacity Booking Period notwithstanding any variations to the Transporter Recommended LDM Supply Point Capacity pursuant to Section 8.3.

(f) The multiplier for Supply Point Capacity Overruns, where the Supply Point Capacity reserved by the Shipper at a LDM Supply Point and/or by all Shippers in aggregate at a Multiple Shipper LDM Supply Point, is less than the Transporter

Recommended LDM Supply Point Capacity, or at a DM Supply Point as identified at Section 11.6.3(d)(i)(3) above, shall be as follows:

Period	Multiplier	Cap
Gas Year	1.5	3

On a Day declared by the Transporter as a Difficult Day and/or Restricted Capacity Day, the multiplier will be two times that shown above.

(g) The multiplier for Supply Point Capacity Overruns, where the Supply Point Capacity reserved by the Shipper at a LDM Supply Point and/or by all Shippers in aggregate at a Multiple Shipper LDM Supply Point, is greater than or equal to the Transporter Recommended LDM Supply Point Capacity and/or at a DM Supply Point, other than at a DM Supply Point as identified at Section 11.6.3 (d)(i)(3)above, shall be as follows:

Period	Multiplier	Cap
Gas Year	1	1

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(h) For the avoidance of doubt, the cap in Sections 11.6.3(f) and 11.6.3(g) above refers to the limit of the number of multiples of the capacity component of the applicable annual Tariff that will be applied in that Gas Year in respect of each Shipper in respect of each LDM Offtake and/or in respect of each DM Supply Point. The cap will be applied to the maximum amount by which the Supply Point Capacity is exceeded.

(i) The applicable annual Tariff payable by a Shipper in respect of Supply Point Capacity at a Supply Point shall not be affected, varied or otherwise amended solely as a result of a Supply Point Capacity Overrun at such Supply Point.

(j) The Supply Point Capacity Overrun Charge shall be incurred by a Shipper on the Day on which the applicable Supply Point Capacity Overrun occurs. The Supply Point Capacity Overrun Charge shall be calculated in accordance with Section 11.6.3 and shall be invoiced by the Transporter and payable by the Shipper in accordance with the provisions of Section 11.7.1 below.

11.7 **Invoicing of Supply Point Capacity Overrun Charge**

11.7.1 Supply Point Capacity Overrun Charge calculated in accordance with Section ~~10~~11.6.3 shall be invoiced as follows:

(a) where the Supply Point Capacity Overrun Charge relates to an overrun at a LDM Offtake the Overrun Charge shall be included in the Monthly Invoice issued (pursuant to Part I (*Legal and General*) Section 11 (*Invoicing and Payment)*) in respect of the Month in which the Overrun Charge was incurred; and

(b) where the Overrun Charge relates to an overrun at a DM Supply Point the Overrun Charge shall be invoiced as follows:

(i) in the Month immediately following the Month in which the Overrun Charge was incurred the Monthly Invoice shall include an Invoice Item in respect of that proportion of the Overrun Charge attributable to the period of the Gas Year up to and including the last Day of the Month in which the Overrun Charge was incurred; and

(ii) the Monthly Invoice in respect of each subsequent Month of the Gas Year shall include an Invoice Item with respect to the Overrun Charge attributable to each Day of the Month to which the Monthly Invoice relates.

11.7.2 Relief from Overrun Charges in respect of DM Supply Point Capacity Overruns:

(a) if the Transporter Determined Supply Point Capacity is increased in accordance with Section 7.5.5(b) the Shipper shall be relieved of the liability to pay the Overrun Charge in respect of those Months of the Gas Year in respect of which the Transporter Determined Supply Point Capacity is so increased and paid for by the Shipper and to the extent to which the Transporter Determined Supply Point Capacity is so increased and for the avoidance of doubt where the Supply Point Capacity is increased in part only the relief from the Supply Point Capacity Overrun Charge shall reflect the extent of such increase; and

(b) if the Transporter Determined Supply Point Capacity is increased following application by the Shipper to undertake physical works as referred to in Section 8.5.5(a) ~~8.5.5(a)~~then the Shipper shall be relieved of the amount of the Supply Point Capacity

Overrun Charge in respect of each Day of each Month in respect of which the Transporter Determined Supply Point Capacity is increased and paid for by the Shipper following completion of the physical works so requested;

(c) where a NDM Supply Point is reclassified as a DM Supply Point the Shipper registered at such DM Supply Point shall be relieved of the liability to pay Supply Point Capacity Overrun Charges in respect of Overruns at the reclassified DM Supply Point where such Overruns occur within a period of twelve months from the date on which such DM Supply Point reclassification takes effect; and

(d) where a Proposed DM Offtake Point becomes a DM Supply Point the Shipper registered at such DM Supply Point shall be relieved of the liability to pay DM Supply Point Capacity Overrun Charges in respect of Overruns at the relevant DM Supply Point, where such Overruns occur within a period of twelve months from the date on which the Proposed DM Offtake Point becomes a DM Supply Point.

11.7.3 Relief from Overrun Charges in respect of LDM Supply Point Capacity Overruns:

Where a Proposed LDM Offtake becomes a LDM Supply Point the Shipper registered at such LDM Supply Point shall be relieved of the liability to pay LDM Supply Point Capacity Overrun Charges in respect of Overruns at the relevant LDM Supply Point provided:

(a) the Supply Point Capacity reserved by the Shipper in respect of that LDM Supply Point is greater than or equal to the Transporter Recommended LDM Supply Point Capacity; and

(b) such Overruns occur within a period of twelve months from the date on which the Proposed LDM Offtake becomes a LDM Supply Point.

Provided always that such relief shall not apply with respect to a Proposed LDM Offtake which has been previously classified as a LDM Supply Point and has ceased to be classified as such and/or become a Proposed LDM Offtake on the basis that previous Capacity Bookings at the particular offtake have been terminated or expired and have not been renewed or on the reclassification of an NDM Supply Point or DM Supply Point as an LDM Supply Point.

12. CAPACITY OVERRUNS DISBURSEMENTS ACCOUNT

12.1 The Transporter shall establish an Entry and Exit Capacity Overrun Disbursements Account, which shall in respect of the period up to the end of the Day which commences on 30 September 2021 subject to Section 12.3 hold any payments received by the Transporter in respect of Overrun Charges incurred against Entry Capacity and Exit Capacity.

12.2 The Transporter shall establish a Supply Point Capacity Overrun Disbursements Account, which shall subject to Section 12.3 hold any payments received by the Transporter in respect of Overrun Charges incurred against Supply Point Capacity.

12.3 For the avoidance of doubt, the Transporter shall retain such part of Capacity Overrun revenue received by the Transporter as shall be equal to the applicable IP Capacity Charge in respect of Daily IP Entry Capacity or Daily IP CSEP Offtake Capacity (as the case may be) on the Day on which the overrun occurs and/or the applicable Entry Capacity Charge in respect of Daily Entry Capacity on the Day on which the overrun occurs or Exit Capacity Charge in respect of Daily Exit Capacity on the Day on which the overrun occurred where such overrun occurred on or prior to the Day which commences on 30 September 2021 or the capacity component of the applicable annual Tariff in respect of Supply Point Capacity (as the case may be) in respect of the capacity utilised by the Shipper or where a DM Supply Point Capacity Reduction Request has been accepted by the Transporter, all Capacity Overrun revenue received in respect of the DM Supply Point Capacity Reduction Period at the DM Supply Point.

12.4 Revenue received in respect of Capacity Overruns in excess of the amount retained by the Transporter pursuant to Section 12.3 shall be held in the Entry and Exit Capacity Overrun Disbursements Account in the case of either an Entry Capacity Overrun or an Exit Capacity Overrun where such Capacity Overrun occurs on or prior to the Day which commences on 30 September 2021 and in the Supply Point Capacity Overrun Disbursements Account in the case of a Supply Point Capacity Overrun.

12.5 The part of the Capacity Overrun revenue retained by the Transporter pursuant to Section 12.3 shall be equal to the revenue that the Transporter would have received if that level of capacity, to which the Capacity Overrun relates, had been booked by the Shipper that incurs the Capacity Overrun in the case of IP Entry Capacity or Exit

Capacity for the Day on which the Capacity Overrun occurs and in the case of a Supply Point Capacity Overrun, for the entire Gas Year in which the Capacity Overrun occurs.

12.6 After the end of each Month up to and including September 2021 the revenue held in the Entry and Exit Capacity Overrun Disbursements Account will be attributed to Shippers on the basis of the proportion of total Active Entry Capacity and Active Exit Capacity held by each Shipper over the relevant Month.

12.7 After the end of each Month the revenue held in the Supply Point Capacity Overrun Disbursements Account will be attributed to Shippers on the basis of the proportion of total Active LDM Supply Point Capacity and DM Supply Point Capacity held by each Shipper over the relevant Month.

12.8 An individual Shipper's share of the Capacity Overruns Disbursements Accounts shall be calculated according to the following formula:

SHDA = (SHAC / TOTPC) * REV

where:

SHDA	=	the individual Shipper's share of the Capacity Overruns Disbursements Account;
SHAC	=	the sum of Active Capacity, Aggregate Primary DM Exit Capacity, Aggregate Primary NDM Exit Capacity held by the Shipper on each Day of the relevant Month but excluding any Sub-Sea I/C Offtake Capacity;
TOTPC	=	the sum of Primary Capacity held by all Shippers on each Day of the relevant Month but excluding any Sub-Sea I/C Offtake Capacity; and
REV	=	the revenues held in the Capacity Overruns Disbursements Accounts to be redistributed.

12.9 For the avoidance of doubt two calculations will be performed, one for Entry Capacity IP Capacity and Exit Capacity and one for Supply Point Capacity.

12.10 Shippers will be invoiced for Capacity Overruns on a monthly basis with any outstanding balances in the Capacity Overruns Disbursements Accounts settled at the end of the Gas Year.

12.11 All references to Exit Capacity in this Section 12 shall be deemed to include equivalent references to IP CSEP Offtake Capacity and all reference to Entry Capacity shall be deemed to include equivalent references to IP Entry Capacity.

12.12 For the avoidance of doubt the Transporter shall not establish an Entry and Exit Capacity Disbursement Account in respect of payments received by the Transporter in respect of Overrun Charges incurred against Entry Capacity and Exit Capacity after the Day which commences on 30 September 2021.

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13. CAPACITY REGISTER

13.1 The Transporter shall maintain a record of the capacity (the "**Capacity Register**").

13.2 The Capacity Register shall record the following information in respect of each Day:

13.2.1 Primary IP CSEP Offtake Capacity reserved by each Shipper at each IP CSEP;

13.2.2 Active IP CSEP Offtake Capacity held by each Shipper at each IP CSEP;

13.2.3 Primary IP Entry Capacity reserved by each Shipper at each IP Entry Point;

13.2.4 Active IP Entry Capacity held by each Shipper at each IP Entry Point;

13.2.5 Primary Entry Capacity reserved by each Shipper at each Entry Point;

13.2.6 Active Entry Capacity in respect of each Shipper at each Entry Point;

13.2.7 Active LDM Exit Capacity in respect of each Shipper at a LDM Offtake;

13.2.8 Primary LDM Exit Capacity in respect of each Shipper at a LDM Offtake;

13.2.9 Transporter Recommended DM Exit Capacity in respect of each DM Offtake;

13.2.10 DM Exit Capacity reserved by the Shipper in respect of each DM Offtake;

13.2.11 Primary DM Exit Capacity in respect of each DM Offtake;

13.2.12 DM Exit Capacity per Shipper in respect of all DM Offtakes at which the Shipper is a Registered Shipper;

13.2.13 Aggregate Primary DM Exit Capacity;

13.2.14 NDM Exit Capacity per Shipper in respect of each NDM Supply Point;

13.2.15 Aggregate Primary NDM Exit Capacity per Shipper;

13.2.16 NDM Exit Capacity in respect of each Shipper and in respect of all NDM Supply Point(s) at which the Shipper is a Registered Shipper;

13.2.17 LDM Supply Point Capacity reserved by each Shipper at each LDM Offtake;

13.2.18 Active LDM Supply Point Capacity in respect of each Shipper at such LDM Supply Point;

13.2.19 Applicable MHQ at each LDM and DM Exit Point/Supply Point;

13.2.20 Transporter Determined DM Supply Point Capacity in respect of each DM Supply Point;

13.2.21 Transporter Recommended LDM Supply Point Capacity in respect of each LDM Supply Point;

13.2.22 Transporter Determined NDM Supply Point Capacity in respect of each NDM Supply Point;

13.2.23 the Registered Shipper in respect of each DM Offtake and NDM Supply Point;

13.2.24 The Registered Shipper at the Sub-Sea I/C Offtake and the Shipper's Booked Capacity at the Sub-Sea I/C Offtake;

13.2.25 The booked VExitP Offtake Capacity in respect of each Shipper which is a Registered Shipper at the VExitP;

13.2.26 A Shipper's Capacity Surrender Available Amount;

13.2.27 A Shipper's Withdrawable Capacity.

The Capacity Register shall identify separately any capacity which is booked pursuant to a Treaty Entitlement obligation.

13.3 The Capacity Register shall be updated by the Transporter to reflect a Shipper's Primary Capacity and a Shippers Active Capacity as a consequence of any:

13.3.1 Change of Shipper implemented;

13.3.2 new Offtake Point(s);

13.3.3 new capacity acquired by a Shipper upon completing any Siteworks at an existing Offtake Point;

13.3.4 Entry Capacity Trade;

13.3.5 IP Trade Proposal;

13.3.6 Entry Point Transfer;

13.3.7 Exit Capacity Transfer;

13.3.8 Multiple Shipper LDM Supply Point Title Transfer;

13.3.9 Isolation;

13.3.10 Deregistration Application;

13.3.11 any Shippers Surrendered Capacity for the Surrendered Capacity Duration;

13.3.12 a Shippers Withdrawn Capacity for the Withdrawal Period; and/or

13.3.13 any other provisions of this Code.

13.4 Each IP Capacity Booking will be assigned a unique identifier (the "**IP Entry Capacity Booking Reference**", the "**IP CSEP Offtake Capacity Booking Reference**", the "**IP VEntry Capacity Booking Reference**" or the "**IP VExit Capacity Booking Reference**") as the case may be.

13.5 Each Entry Capacity Booking will be assigned a unique identifier (the "**Entry Capacity Booking Reference**") which will be communicated to the Shipper as soon as practicable thereafter.

13.6 Each Exit Capacity Booking will be assigned a unique identifier (the "**Exit Capacity Booking Reference**"), each Sub-Sea I/C Offtake Capacity Booking will be assigned a unique identifier (the "**Sub-Sea I/C Offtake Capacity Booking Reference**") and which will be communicated to the Shipper as soon as possible.

13.7 Each Supply Point Capacity Booking will be assigned a unique identifier (the "**Supply Point Capacity Reference**") which will be communicated to the Shipper as soon as possible.

13.8 The Transporter shall assign a unique identifier reference number to each:

13.8.1 IP Capacity Trade (the "**IP Capacity Trade Reference**");

13.8.2 Entry Capacity Trade (the "**Entry Capacity Trade Reference**");

13.8.3 Entry Point Transfer (the "**Entry Point Transfer Reference**");

13.8.4 Exit Capacity Transfer (the "**Exit Capacity Transfer Reference**");

13.8.5 LDM Supply Point Capacity Title Transfer (the "**LDM Supply Point Capacity Title Transfer Reference**"),

13.8.6 IP Capacity Trades.

13.9 The Capacity Register shall be updated by the Transporter to take account of any changes to the capacity holdings of each Shipper.

13.10 Each Shipper shall be entitled to access information recorded in the Capacity Register in relation to its own capacity holdings at the relevant Entry Point or Offtake Point in respect of the period for which such Shipper is a Registered Shipper in respect of an Entry Point or (as the case may be) Offtake Point.

13.11 The Transporter shall be entitled to disclose all relevant information to the GPRO to facilitate any update of the GPR.

13.12 The Transporter shall be entitled to update the Capacity Register to reflect information recorded on the Gas Point Register.

13.13 The Transporter shall ensure that relevant information recorded in the Gas Point Register regarding registration of Offtake Points is also recorded in the Capacity Register.

13.14 For the avoidance of doubt, the Capacity Register is separate and distinct from the Gas Point Register and, in the event of a conflict between the information recorded in each register, the information recorded in the Capacity Register shall prevail over the information recorded in the Gas Point Register.

13.15 Each Shipper shall be responsible for reviewing information in relation to such Shipper's Capacity as recorded in the Capacity Register and shall notify to the Transporter any error or inaccurate recording of such Shipper's capacity in the Capacity Register.

SCHEDULE 1

Each Part of this Schedule 1 sets out the information to be submitted by a Shipper in relation to application(s) to the Transporter pursuant to Part C (Capacity) of this Code.

Part 1

Long Term Entry Capacity Request

(a) the requested Entry Capacity Effective Date which shall be the first Day of a calendar month provided however, that the requested Entry Capacity Effective Date shall, where the request relates to a Proposed Entry Point be the first Day of the calendar month which is (or the first Day of the calendar month which follows) the month in which the Anticipated Entry Point Commencement Date occurs;

(b) the duration for which the Shipper wishes to book Long Term Entry Capacity (which shall be Annual or Multi-Annual) and in the case of Multi-Annual Entry Capacity the number of whole multiples of twelve (12) Months for which the capacity is requested;

(c) the Entry Point at which Entry Capacity is requested;

(d) the requested amount of Entry Capacity (in kWh/Day); and

(e) the identity of the Shipper requesting Entry Capacity.