CODE OF OPERATIONS MODIFICATION PROPOSAL

MODIFICATION DETAILS				
Modification Number: A110	**Modification Title: Amendment to the Code of Operations to reduce the Annual Caps on the multipliers for certain SPC Capacity Overruns and to delete the SPC Capacity Overrun Disbursements Account**			
Modification Proposer:	**Modification Representative:**	**Modification Representative Contact Details (email address):**	**Date Submitted**:	**Proposed Implementation Date:**
Gas Networks Ireland	Kieran Quill	Kieran.Quill@gasnetworks.ie	28 April 2022	1 October 2022

Proposal (including rationale):

The proposal is to reduce the Shipper's potential exposure associated with certain SPC Capacity Overruns at LDM Supply Points and DM Supply Points and in association with such reduction the deletion of the Supply Point Capacity Overrun Disbursement Account such that Overrun Revenue is treated as part of the Transporter's allowed revenue.

Proposed Implementation Date:

1 October 2022

Proposed section of the Code to be modified:

It is proposed to modify Part C (*Capacity*) section 11.6.3(f) by reducing the annual cap on the table to 1.5.
Amend Part C (*Capacity*) Section 12 to remove application of the Supply Point Capacity Overrun Disbursements Account with effect from the end of the last Day of Gas Year 21/22 (and delete redundant references to Entry and Exit Capacity Overrun Disbursements Accounts).
Consequential amendments to Part A (*Definitions and Interpretation*) and Part I (*Legal and General*)

MODIFICATION MOTIVATION

Intended Outcome of the Proposed Modification:

To reduce Shippers financial exposure in the case of certain SPC Capacity Overruns, SPC Capacity Overruns and reduce the IT/ Billing Administrative Costs of the Transporter by dispensing with the SPC Capacity Overruns Disbursement Account.

Benefits of implementing this Modification:

As above

Consequences of not making this Modification:

Shippers will continue to be exposed to unnecessary financial exposure in respect of certain SPC Capacity Overruns and the Transporter will continue to incur unnecessary IT/Billing administration costs

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

CODE OF OPERATIONS

NOTICE TO SHIPPERS

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APPROVAL OF MODIFICATION

CODE MODIFICATION - Amendment to the Code of Operations to reduce the Annual Caps on the multipliers for certain Supply Point Capacity Overruns and to delete the Supply Point Capacity Overrun Disbursements Account'

COMMISSION INSTRUCTION

Pursuant to Section 13(1) of the Gas (Interim) (Regulation) Act 2002, the Commission approves Code Modification A110 'Amendment to the Code of Operations to reduce the Annual Caps on the multipliers for certain Supply Point Capacity Overruns and to delete the Supply Point Capacity Overrun Disbursements Account'.

This modification amends Section 11.6.3(f) of Part C (Capacity) of the Code of Operations by reducing the annual cap from 3 to 1.5. It also amends Section 12 of Part C to remove application of the Supply Point Capacity Overrun Disbursements Account with effect from the end of the last Day of Gas Year 22/23 and deletes redundant references to Entry and Exit Capacity Overrun Disbursements Accounts. Consequential amendments to Part A (Definitions and Interpretation) and Part I (Legal and General) are also made.

This approved modification will come into effect on 10 March 2023.

Signed:

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Seán Mac an Bhaird
Gas Networks Manager

Issue Date: 10 March 2023

CODE OF OPERATIONS

NOTICE TO SHIPPERS

PURSUANT TO THE CODE OF OPERATIONS

APPROVAL OF MODIFICATION

CODE MODIFICATION A110 – 'Amendment to the Code of Operations to reduce the Annual Caps on the multipliers for certain Supply Point Capacity Overruns and to delete the Supply Point Capacity Overrun Disbursements Account.'

COMMISSION RATIONALE

Pursuant to Section 13(1) of the Gas (Interim) (Regulation) Act 2002, the Commission approves Code Modification A110 – 'Amendment to the Code of Operations to reduce the Annual Caps on the multipliers for certain Supply Point Capacity Overruns and to delete the Supply Point Capacity Overrun Disbursements Account.'

Code Modification A110 proposes a reduction in the cap for Supply Point Capacity Overruns at LDM Supply Points where less than the Transporter Recommended LDM Supply Point Capacity is booked; and at DM Supply Points during a Supply Point Capacity Reduction Period such that the annual cap on such overruns will be reduced from 3 to 1.5 with the multiplier on individual overrun events remaining at 1.5.

This approved modification will come into effect on 10 March 2023. The background and rationale for the modification are also set out below together with additional considerations relating to the Supply Point Capacity regime.

BACKGROUND

Supply Point Capacity is reserved by Shippers at Offtake Points from the Distribution System. In the event of the reserved level of Supply Point Capacity being exceeded at an Offtake Point the shipper is liable to a Capacity Overrun Charge. Each year, the Transporter reviews the level of gas offtaken, during the year, at each Supply Point and, arising from this analysis, decides on the appropriate level of Supply Point Capacity to be attributed to each Supply Point. The Transporter maintains a Capacity Register for this purpose in which the Transporter Recommended Capacity level is listed for LDM Supply Points and the Transporter Determined Capacity level is specified for DM and NDM Supply Points. Notwithstanding the Transporter advised levels of capacity, the shipper is entitled, subject to the provisions of the Code, to determine the level of capacity it wishes to reserve at LDM and DM Supply Points.

The annual amount of overrun charges payable by a shipper is capped in the Code of Operations as a multiple of the annual capacity charge relating to the offtake. The caps which currently apply are:

For LDM Supply Points:

- Annual cap equal to once the annual capacity charge where the shipper reserves at least the Transporter Recommended Capacity level and an

- Annual cap of 3 times the annual capacity charge where the shipper reserves less than the Transporter Recommended Capacity level.

For DM Supply Points:

- Annual cap equal to once the annual capacity charge where the shipper reserves at least the Transporter Determined Capacity level and an
- Annual cap of 3 times the annual capacity charge where the shipper reserves less than the Transporter Determined Capacity level.

In raising Modification A110, GNI proposed to reduce the annual cap of 3 to 1.5 for both LDM and DM Supply Points. No change is proposed to Supply Points where the annual cap of 1 currently applies.

In addition, GNI proposed to remove, as part of Modification A110, the Supply Point Capacity Overrun Disbursements Account from the Code and for the monies received pursuant to Supply Point Capacity Overruns to be treated as part of the Allowed Revenue of the Transporter.

INDUSTRY CONSULTATION

GNI circulated its Proposal for Modification A110 to industry on the 28th April 2022 together with an explanatory memorandum. GNI made a presentation regarding the modification at the Code Modification Forum meeting on 15th June 2022 and the industry review period continued until the Code Modification Forum meeting on 17th August 2022. No submissions, either verbal at the two Forum meetings or in writing were received from Industry throughout the consultation process. GNI issued the legal text for the modification to Industry on 7th September 2022 for review and, at the end of the review period on 16th September 2022, no submissions were received.

GNI submitted the legal text and its modification report to CRU on 22nd September 2022 for the approval of the Commission.

BRIEF OUTLINE OF THE CODE MODIFICATION AND CRU ENGAGEMENT

Modification A110 proposes to reduce the annual cap associated with Capacity Overruns from 3 to 1.5 for both LDM and DM Supply Points. No change is proposed to Supply Points where the annual cap of 1 already applies. In addition to lowering the caps on Capacity Overruns, Modification A110 propose to remove, from the Code, the processing of Supply Point Capacity Overrun monies via the Supply Point Capacity Overrun Disbursements Account. Such monies will, following implementation of Modification A110, be treated as part of the Allowed Revenue of the Transporter and hence the Supply Point Capacity Overrun Disbursements Account will no longer be required. GNI proposed the removal of the Supply Point Capacity Overrun Disbursements Account effective 1st October 2022. However,

the CRU only received the modification report on 22nd September 2022. That did not allow sufficient time for review before 1st October. The CRU considers, on balance, that, at this time, it is appropriate that any cessation of the Supply Point Capacity Overrun Disbursements Account would be done at the start of the next gas year (1st October 2023). However, lowering the caps on Supply Point Capacity Overruns could become operational before then.

CRU engaged with GNI following the receipt, on 22nd September 2022, of the legal drafting for Modification A110. CRU raised a concern that the reduction in the caps might unduly reduce the incentive on shippers to reserve adequate levels of Supply Point Capacity. GNI outlined that with the current cap of 3, capacity overruns incurred by a Shipper would result in that Shipper paying up to three times the cost of the Capacity for each kilowatt hour used above their booked Capacity. If the booking period extends over two Gas Years in the case of an LDM Supply Point or a DM Supply Point where a Reduction Request has been submitted, then the Shipper could ultimately pay six times the cost of the Capacity for each kilowatt hour used over the booked Capacity. GNI exemplified the severity of this financial penalty using examples of past Supply Point Capacity Overrun Charges and advised that the reduced caps would continue to adequately incentivise Shippers to observe best practice in booking capacity while also avoiding severely penalising shippers and their customers for situations where inadvertent under-booking of capacity did occur.

CRU also engaged with GNI regarding GNI's wider review of the Supply Point Capacity regime which had been undertaken by GNI and had been signaled to industry, prior to Modification A110 being proposed. Given the large-scale nature of the review, CRU, in particular, questioned if the scope of Modification A110 adequately addressed all of the review's findings. GNI advised that the review had not concluded and that further proposals may be presented to industry regarding:

- Aspects associated with Supply Point Capacity reductions at DM Supply Points; and
- The multiple Shipper option for distribution connected LDM sites (LDM Supply Points).

REASONS FOR THE APPROVAL OF THE CODE MODIFICATION

CRU is satisfied that Modification A110 will place a more appropriate incentive on Shippers to observe best practice in booking capacity. In the event of an inadvertent Supply Point Capacity Overrun occurring, the Modification will reduce the financial exposure of Shippers, and accordingly their customers. Modification A110 also reduces the level of IT systemisation and the complexity of the billing functions associated with the Supply Point Capacity Disbursement Account.

CRU are satisfied, based on assurances from GNI, that the implementation of Modification A110 should not give rise to lower amounts of LDM and DM Supply Point Capacity being reserved. However, CRU have requested GNI to monitor the behaviour of Shippers with regard to the booking of such capacity and to advise CRU if it considers that the lowering of the overrun caps do adversely affect such bookings.

ADDITIONAL WORK REGARDING SUPPLY POINT CAPACITY

GNI has indicated to the Code Modification Forum that it is undertaking a wider review of the Supply Point Capacity regime. CRU requested that, at the Code Modification Forum meeting of 15th February 2023, an update be presented outlining, to date, the work and findings of the review. In addition, CRU requested that GNI bring forward additional proposals for modification of the Code of Operations regarding the Supply Point Capacity regime if

deemed appropriate.

Issue Date: 10 March 2023

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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);

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(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;

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(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.

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(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:

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

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**

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(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

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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

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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:

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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**

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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:

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

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

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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:

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:

OvCharge = ExOQ * OM * ExT

where:

OvCharge = Exit Capacity Overrun Charge;

ExOQ = Exit Capacity Overrun Quantity;

OM = 4; and

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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

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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:

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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;

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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.

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(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

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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 **Error! Reference source not found.**~~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

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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~~1.5

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

(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

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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

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(b) if the Transporter Determined Supply Point Capacity is increased following application by the Shipper to undertake physical works as referred to in Section **Error! Reference source not found.**~~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

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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 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 in respect of the period up to the end of the Day which commences on 30 September 2022 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 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 where such overrun occurred on or prior to the Day which commences on 30 September 2022.

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 and in the Supply Point Capacity Overrun Disbursements Account where such Capacity Overrun occurs on or prior to the Day which commences on the 30 September 2022 in the case of a Supply Point Capacity Overrun.

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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 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 up to and including September 2022 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 (*Placeholder for 12.12 included under Code Modification 104*).

~~12.11~~12.13 For the avoidance of doubt the Transporter shall not establish as maintain a Supply Point Capacity Overrun Disbursement Account in respect of payments received by the Transporter in respect of Overrun Charges incurred against Supply Point Capacity after the Day which commences on 30 September 2022.

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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;

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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;

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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.

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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.

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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.

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Part 2

Short Term Entry Capacity Request

(a) the requested Entry Capacity Effective Date which shall be the first Day of a calendar month where the application relates to Monthly Entry Capacity and shall be the Day (or the first Day of a number of consecutive Days) in respect of which the Entry Capacity is requested where the request relates to Daily Entry Capacity;

(b) the duration for which the Shipper wishes to book Entry Capacity (which shall be a single calendar month or a single Day (or a number of consecutive single Days));

(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.

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Part 3

Entry Capacity Trade Registration Request

(a) the identities of the Transferor Shipper and the Transferee Shipper;

(b) the Entry Point in respect of which the Entry Capacity Trade is to take place;

(c) the intended Entry Capacity Trade Quantity (in kWh/Day) which is the subject matter of the proposed Entry Capacity Trade; and

(d) the period of the proposed Entry Capacity Trade, specifying both the start Day and end Day and including all consecutive Days between such start Day and end Day.

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Part 4

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Part 5

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Part 6

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Part 7

Entry Point Transfer Request

(a) the Original Entry Point and the New Entry Point;

(b) the Entry Capacity Booking Reference of the Primary Entry Capacity Booking or the IP Capacity Trade Reference of the Primary IP Entry Capacity Booking to which the Entry Point Transfer relates;

(c) the end Day of the Entry Capacity Booking Period or IP Entry Capacity Booking Period to which the Entry Point Transfer relates;

(d) the amount of Primary Entry Capacity or Primary IP Entry Capacity (as the case may be) to be transferred from the Original Entry Point to the New Entry Point which shall be less than or equal to, but not greater than, the Shipper's Primary Entry Capacity, or Primary IP Entry Capacity reserved pursuant to the Entry Capacity Booking or IP Entry Capacity Booking (as the case may be) referred to in Section **Error! Reference source not found.**~~6.1.6(b)~~;

(e) the amount of Primary Entry Capacity or Primary IP Entry Capacity (as the case may be) to be retained at the Original Entry Point pursuant to the relevant Entry Capacity Booking, or IP Entry Capacity Booking;

(f) the proposed Entry Point Transfer Effective Date;

(g) confirmation that the Entry Point Transfer Request is made in order to facilitate the delivery of Natural Gas from a New Gas Source at a New Entry Point in respect of which a First Commercial Gas Date has been declared within twelve (12) Months of the date of the Entry Point Transfer Request, together with documentary evidence from the producer specifying the quantity of Natural Gas which is expected to be delivered to the Shipper at the New Entry Point; and

(h) the Shipper ID of the Shipper.

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Part 8

Deferral Request

(a) the Entry Point Transfer Request to which the deferral relates; and

(b) the revised Entry Point Transfer Effective Date.

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Part 9

Long Term LDM Capacity Request

(a) the requested LDM Capacity Booking Effective Date which shall be the first day of a calendar month;

(b) the requested duration of the LDM Capacity Booking Period which shall be Annual or Multi-Annual;

(c) the LDM Exit Point or the LDM Supply Point at or in respect of which LDM Exit Capacity (and where relevant LDM Supply Point Capacity) is requested;

(d) the requested LDM Exit Capacity (in kWh/Day) and in the case of a Proposed LDM Supply Point or LDM Supply Point the requested LDM Supply Point Capacity (in kWh/Day);

(e) the Shipper ID of the applicant Shipper;

(f) if the request is a Long Term LDM Capacity Request and the Shipper is not itself the End User, written confirmation from the End User that the Shipper has entered into an agreement with the End User for the supply of Natural Gas for Offtake at the End User's offtake facilities; and

(g) the requested MHQ, pressure and maximum ramp rate.

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Part 10

Short Term LDM Exit Capacity Request

(a) the requested LDM Exit Capacity Effective Date which shall be the first Day of a calendar month where the application relates to Monthly Capacity and shall be the first Day to which the request relates where the request relates to Daily LDM Exit Capacity;

(b) the duration for which the Shipper wishes to book LDM Exit Capacity (which shall be a single calendar month, a single Day or a number of consecutive Days);

(c) the LDM Offtake at which the LDM Exit Capacity is requested;

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

(e) the identity of the Shipper requesting LDM Exit Capacity.

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Part 11

DM Exit Capacity Revision Request

(a) the proposed "**Effective Date**" for the revised booking which shall be:

(i) the first Day of a calendar month which occurs after acceptance by the Transporter of such DM Exit Capacity Revision Request where the request is to increase the DM Exit Capacity reserved; or

(ii) the first Day of the next succeeding Gas Year after acceptance by the Transporter of such DM Exit Capacity Revision Request where the request is to reduce the DM Exit Capacity;

(b) the proposed DM Exit Capacity (in kWh/Day) for the DM Offtake from the proposed Effective Date;

(c) the specific DM Offtake in respect of which the DM Exit Capacity Revision Request is made; and

(d) the identity of the Shipper making the DM Exit Capacity Revision Request.

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Part 12

Short Term Aggregate DM Exit Capacity Request

(a) the requested Short Term Aggregate DM Exit Capacity Effective Date which shall be the first Day of a calendar month where the application relates to capacity of a Monthly duration and shall be a Day (or the first Day of a specified number of consecutive Days) in respect of which the capacity is requested where the requested duration is Daily;

(b) the duration for which the Shipper wishes to book the Short Term Aggregate DM Exit Capacity which will be a single Day (or a number of consecutive Days) or a single calendar month;

(c) the requested amount of Short Term Aggregate DM Exit Capacity (in kWh/Day); and

(d) the identity of the Shipper requesting Short Term Aggregate DM Exit Capacity.

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Part 13

Short Term Aggregate NDM Exit Capacity Request

(a) the requested Short Term Aggregate NDM Exit Capacity Effective Date which shall be the first Day of the calendar month where the application relates to capacity of a Monthly duration and shall be a Day (or the first Day of a specified number of consecutive Days) in respect of which the capacity is requested where the requested duration is Daily;

(b) the duration for which the Shipper wishes to book the Short Term Aggregate NDM Exit Capacity which will be a single Day (or a number of consecutive Days) or a single calendar month;

(c) the requested amount of Short Term Aggregate NDM Exit Capacity (in kWh/Day); and

(d) the identity of the Shipper requesting the Short Term Aggregate NDM Exit Capacity.

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Part 14

LDM Supply Point Capacity Booking Request

(a) the requested LDM Supply Point Capacity Booking Effective Date in respect of the LDM Supply Point Capacity requested which shall be the first Day of a calendar month;

(b) the requested duration for the additional capacity which shall be Annual or Multi-Annual;

(c) the booking reference of the Shipper's existing LDM Capacity Booking;

(d) the LDM Supply Point in respect of which the additional LDM Supply Point Capacity is requested;

(e) the requested additional LDM Supply Point Capacity (in kWh/Day);

(f) if the Shipper is not itself the End User written confirmation from the End User that the Shipper has entered into an agreement with the End User for the supply of Natural Gas for offtake at the End User's offtake facilities; and

(g) the requested MHQ and maximum ramp rates.

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Part 15

DM Supply Point Capacity Revision Request

(a) the requested Day on which the requested revised DM Supply Point Capacity booking is requested which shall be:

(i) the first Day of the calendar month in which a DM Supply Point Capacity Revision Request is made; or

(ii) the first Day of a calendar month which occurs after acceptance by the Transporter of such DM Supply Point Capacity Revision Request;

(b) the requested DM Supply Point Capacity (kWh/Day) for the DM Supply Point from the requested DM Supply Point Capacity booking effective date;

(c) the specific DM Supply Point in respect of which the DM Supply Point Capacity Revision Request is made;

(d) the SPRN in respect of the specific DM Supply Point in respect of which the DM Supply Point Capacity Revision Request is made; and

(e) the identity of the Shipper making the DM Supply Point Capacity Revision Request.

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Part 16

DM Supply Point Capacity Reduction Request

(a) the Day on which the reduced DM Supply Point Capacity booking is requested to be effective from which shall be the first Day of a calendar month which occurs after the Shipper submits such DM Supply Point Capacity Reduction Request;

(b) the amount of DM Supply Point Capacity to be reduced at the DM Supply Point pursuant to the DM Supply Point Capacity Reduction Request and the reduced DM Supply Point Capacity (in kWh/Day) which shall apply (if the DM Supply Point Capacity Reduction Request is accepted by the Transporter);

(c) the specific DM Supply Point in respect of which the DM Supply Point Capacity Reduction Request is made;

(d) the SPRN in respect of the specific DM Supply Point in respect of which the DM Supply Point Capacity Reduction Request is made; and

(e) the identity of the Shipper making the DM Supply Point Capacity Reduction Request.

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Part 17

Exit Capacity Transfer Request

(a) the identities of the Transferor Shipper and the Transferee Shipper (which may be the same);

(b) the LDM Offtake at or in respect of which the Exit Capacity Transfer is requested;

(c) the proposed amount of LDM Exit Capacity to be transferred (in kWh/Day) and the applicable Exit Capacity Booking reference of such LDM Exit Capacity; (d) the proposed amount of LDM Exit Capacity to be retained (in kWh/Day) by the Transferor Shipper at or in respect of the LDM Offtake; and

(e) the proposed period of the Exit Capacity Transfer which must specify both the start Day and end Day and which shall include all consecutive Days between the start Day and the end Day.

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Part 18

Within-Day Exit Capacity Transfer Request

(a) the information required pursuant to Part C Section **Error! Reference source not found.**~~9.3.2(a)~~ to **Error! Reference source not found.**~~9.3.2(d)~~; and

(b) the Day to which the Within-Day Exit Capacity Transfer Request relates.

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Part 20

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Part 21

LDM Supply Point Capacity Title Transfer Request

(a) the identities of the Transferor Shipper and the Transferee Shipper;

(b) the LDM Supply Point in respect of which the LDM Supply Point Capacity Title Transfer is to take place;

(c) the LDM Supply Point Capacity Booking reference of the relevant Primary Capacity;

(d) the intended amount of LDM Supply Point Capacity the subject matter of the proposed LDM Supply Point Capacity Title Transfer (in kWh/Day); and

(e) the period of the proposed LDM Supply Point Capacity Title Transfer, specifying both the start Day and end Day and including all consecutive Days between such start Day and end Day.

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Part 22

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Part 23

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Part 24

Sub-Sea I/C Offtake Capacity Request

(i) the requested Sub-Sea I/C Capacity Effective Date which shall be the first day of a calendar month;

(ii) the requested duration of the Sub-Sea I/C Capacity Booking which shall be Annual or Multi-annual;

(iii) the requested Sub-Sea I/C Offtake Capacity (in kWh/day);

(iv) the identity of the applicant Shipper;

(v) evidence that the Shipper is submitting the Sub-Sea I/C Offtake Capacity Request pursuant to a Treaty Entitlement (where applicable);

(vi) where the request is not made pursuant to a Treaty Entitlement the Shipper is the holder of such documentation as may be reasonably necessary, to offtake Natural Gas at the Sub-Sea I/C Offtake for onward delivery to the Isle of Man;

(vii) the requested MHQ Pressure and ramp rate.