

MODIFICATION PROPOSAL

SHORT TITLE: INTERRUPTIBLE-F10 SERVICE

DATE: 09th October 1996

PROPOSED IMPLEMENTATION

DATE: 06:00 HRS 1st November
1996

URGENCY: URGENT

JUSTIFICATION: To enhance the services provided by TransCo and thereby facilitate the means by which shippers comply with their contractual obligations.

CONSEQUENCE OF NOT MAKING THIS CHANGE

There has been a clear indication from many shippers, that they will incur severe difficulties in meeting their obligations of ensuring that some of their interruptible supply points (ISP) achieve a complete interruption. Some end users incur serious practical problems in implementing a total plant shutdown and require that a small 'pilot' offtake to be maintained.

AREA OF NETWORK CODE CONCERNED

Part II of the Transition Document, Paragraph 8
(Miscellaneous) Section G.

NATURE OF PROPOSAL

To create a bespoke service which can be implemented before the 1996/7 winter period. An auxiliary agreement would be entered into for an ISP specifying an amount, subject to certain limits laid out below, of the firm offtake allowable at the ISP. The ISP would remain unchanged on UK Link, but would be treated as a shared supply point. Charges would be levied in-line with the Transportation Charges methodology, through monthly invoices and one ad-hoc invoice.

An interruptible supply point will meet the criteria of a Interruptible-F10 supply point provided,

- X% of SOQ off-take is **firm** and termed the 'firm element' Where X% can be any agreed percentage not exceeding 10 so long as it does not exceed 14650 kWh [500t].
- The firm element is subject to NTS exit charges and LDZ capacity charges.
- A commodity charge is levied on the firm element with a charge rate equal to the difference in the charge rates based on the specified firm supply point capacity and the registered supply point capacity.
- the remaining load, termed the 'interruptible element' is interruptible and subject to standard conditions as specified in the Code.

On request by TransCo for site interruption, an **interruptible F10** will be required to reduce offtake such that the offtake rate does not exceed 1/10 of the firm supply point capacity and that this daily capacity is not exceeded in any Gas Flow Day. Normal conditions for interruption will apply to the interruptible element of the load, where the interruptible element daily quantity is defined as the supply point SOQ less the 'firm element' daily quantity.

Requests for **interruptible-F10** agreements can be submitted from the date of acceptance of this modification to 30th Nov. 1996.

The service will have a cap on the total allowable firm load available for this service. This will be reviewed regularly.

Note:

To avoid excessive manual administrative work in the set up and administration of the service, the additional charges (over and above those of a standard interruptible supply point) are to be levied in one ad-hoc invoice.

PURPOSE OF PROPOSAL

This would provide a useful service to shippers to meet necessary end user requirement.

IDENTITY OF PROPOSER'S REPRESENTATIVE:

Michael Piggin

PROPOSER : Michael Piggin
SIGNATURE :

POSITION : Capacity Development Manager
COMPANY : BG TransCo

MODIFICATION PANEL SECRETARY'S USE ONLY

Reference Number: 0086

Date Received : 9th October 1996