



Wales & West Utilities

Notice of

LDZ Transportation Charges

To apply from 1 April 2014

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Newport NP10 8FZ
Registered in England and Wales: No 5046791

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LDZ TRANSPORTATION CHARGES TO APPLY FROM 1 APR 2014

1.1. Introduction

This publication sets out the LDZ transportation charges which will apply from 1 April 2014 for the use of the Wales & West Distribution Network (DN), as required by Standard Special Condition A4 of the Gas Transporter Licence. This document does not override or vary any of the statutory, licence or Uniform Network Code obligations upon Wales & West Utilities.

For more information on the charges set out below, contact the Transportation Pricing Manager on **02920 278838**.

1.1.1. Uniform Network Code

The Uniform Network Code is supported by an integrated set of computer systems called UK Link. The charges and formulae in this booklet will be used in the calculation of charges within UK Link, which are definitive for billing purposes.

There are a number of areas of the Uniform Network Code that impact upon the cost to Shippers of using the transportation network, such as imbalance charges, scheduling charges, capacity over-runs and ratchets, top-up neutrality charges and contractual liability. Reference should be made to the Uniform Network Code – as modified from time to time – for details of such charges and liabilities. The Uniform Network Code and related documents can be found on the Joint Office of Gas Transporters website (www.gasgovernance.co.uk)

1.1.2.Units

Commodity charges are expressed and billed in pence per kilowatt hour (kWh).

Capacity charges are expressed and billed in pence per peak day kilowatt hour per day.

Fixed charges are expressed and billed in pence per day.

1.1.3.Invoicing

The xoserve Invoicing team produce and issue the invoices that are derived from the transportation charges shown within this publication. To clarify this link between pricing and invoicing, charge codes and invoice names are included in the tables.

For more information on invoicing, please contact xoserve, the invoicing service provider, via e-mail at css_billing@xoserve.com.

1.1.4. The distribution price control formula

Distribution charges are derived in relation to a price control formula set by Ofgem, the gas and electricity market regulator, for the transportation of gas. This formula dictates the maximum revenue that can be earned from the transportation of gas. Should the DN operator earn more or less than the maximum permitted revenue in any formula year, a compensating adjustment is made in the following year. Under the revised Licences the normal date for changing any of the charges will be 1 April.

Within the Network price control revenue recovery is split between LDZ system charges and LDZ customer charges. The relative level of these charges is based on the relative level of costs of these areas of activity. LDZ exit capacity charges recover the costs passed through from National Grid (Transmission).

1.1.5. Firm transportation

Network firm transportation charges comprise LDZ capacity, LDZ commodity, LDZ customer charges and LDZ exit capacity charges.

1.1.6 Theft of gas

The licensing regime places incentives on Transporters, Shippers and Suppliers to take action in respect of suspected theft of gas. Certain costs associated with individual cases of theft are recovered through transportation charges. The charges reflect these requirements, with the Transporter remaining cash neutral in the process.

1.2 LDZ System Charges

The standard LDZ system charges comprise capacity and commodity charges.

Where the LDZ charges are based on functions, these functions use supply point Offtake Quantity (SOQ) in the determination of the charges. At Daily Metered (DM) firm supply points the SOQ is the registered supply point capacity. For Non-Daily metered (NDM) supply points, the SOQ is calculated using the supply point End User Category (EUC) and the appropriate load factor.

1.2.1 Directly Connected Supply Points

The unit charges and charging functions used to calculate charges to directly connected supply points are set out in Table 1.2.1 below.

Table 1.2.1 Directly Connected Supply Points

Invoice	Charge Code
LDZ Capacity	ZCA
LDZ Commodity	ZCO

Directly Connected	Firm Capacity (ZCA) pence per pk day kWh	Firm Commodity (ZCO) pence per kWh
Up to 73,200 kWh per annum	0.1904	0.0291
73,200 to 732,000 kWh per annum	0.1653	0.0253
732,000 kWh per annum and above	$1.4793 \times \text{SOQ}^{-0.2513}$	$0.2942 \times \text{SOQ}^{-0.2775}$
Subject to a minimum rate of	0.0140	0.0020
Minimum reached at SOQ of	113,196,489	64,746,581

1.2.2 Connected Systems

In the calculation of the LDZ charges payable, the unit commodity and capacity charges are based on the supply point capacity equal to the CSEP peak day load for the completed development irrespective of the actual stage of development. The SOQ used is therefore the estimated SOQ for the completed development as provided in the appropriate Network Exit Agreement (NExA). For any particular CSEP, each shipper will pay identical LDZ unit charges regardless of the proportion of gas shipped. Reference needs to be made to the relevant NExA or CSEP ancillary agreement to determine the completed supply point capacity.

Table 1.2.2 Connected Systems (CSEPs)

Invoice	Charge Code
ADC Capacity	891
ADC Commodity	893

Cseps	CSEP Firm Capacity	CSEP Commodity
	pence per pk day kWh per day	pence per kWh
Up to 73,200 kWh per annum	0.1904	0.0291
73,200 to 732,000 kWh per annum	0.1653	0.0253
732,000 kWh per annum and above	$1.4793 \times \text{SOQ}^{-0.2513}$	$0.2942 \times \text{SOQ}^{-0.2775}$
Subject to a minimum rate of	0.0140	0.0020
Minimum reached at SOQ of	113.196,489	64,746,581

1.2.3 LDZ System Entry Commodity Charge

DN Entry Commodity charges reflect the costs of receiving gas from an entry point at a lower pressure tier. The charge will differ according to the amount of gas entering the network system, the pressure tier at which the gas enters the system and the operational costs resulting from the entry point.

The charge, which comprises the following three elements, is an adjustment to the full transportation charge:

- (i) **Lower System Usage:** For the gas received from this source the Shippers will get a credit in recognition that the gas has entered the network at a lower pressure tier, thus using less of the network system.
- (ii) **Avoidance of Exit Capacity:** The Shipper will receive a credit for the avoidance of exit capacity charges as they have not taken gas which has entered the Wales & West network through the National Transmission offtake point.
- (iii) **Operational Costs:** The Shipper will be charged an operational cost, principally maintenance, relating to the equipment owned and operated by the Gas Distribution Network.

The sum of the above three components may result in either a credit or a debit to the Shipper. The table below gives the entry commodity unit price for the Entry Point at Springhill Nurseries.

DN Entry Point	Distribution Network	LDZ System Entry Commodity Charge (p/kWh)	Charge/Credit (-)
Springhill Nurseries	Wales & West	0.0577	Debit

1.2.4 Optional LDZ Charge

The optional LDZ tariff is available, as a single charge, as an alternative to the standard LDZ system charges. This tariff may be attractive to large loads located close to the NTS. The rationale for the optional tariff is that, for large Network loads located close to the NTS or for potential new Network loads in a similar situation, the standard LDZ tariff can appear to give perverse economic incentives for the construction of new pipelines when Network connections are already available. This could result in an inefficient outcome for all system users.

The charge is calculated using the function below:

Invoice	Charge Code
ADU	881

Pence per peak day kWh per day
$902 \times [(SOQ)^{-0.834}] \times D + 772 \times (SOQ)^{-0.717}$

Where: (SOQ) is the Registered Supply Point Capacity, or other appropriate measure, in kWh per day and D is the direct distance, in km, from the site boundary to the nearest point on the NTS. Note that ^ means “to the power of”.

Further information on the optional tariff can be obtained from the Transportation Pricing Manager on 02920 278838.

1.3 LDZ Customer Charges

For supply points with an AQ of less than 73,200 kWh per annum, the customer charge is a capacity charge.

For supply points with an AQ between 73,200 and 732,000 kWh per annum, the customer charge is made up of a fixed charge which depends on the frequency of meter reading, plus a capacity charge based on the registered supply point capacity (SOQ).

For supply points with an AQ of over 732,000 kWh per annum, the customer charge is based on a function related to the registered supply point capacity (SOQ).

Table 1.3.1 LDZ Customer charges

Up to 73,200 kWh per annum

Invoice	Charge Code
Capacity	CCA
	pence per pk day kWh per day
Capacity charge	0.1008

73,200 kWh up to 732,000 kWh per annum

Invoice	Charge Code
Capacity	CFI
Fixed charge	Pence per day
Non-monthly read supply points	32.7152
Monthly read supply points	34.8346

Invoice	Charge Code
Capacity	CCA
	Pence per peak day kWh per day
Capacity charge	0.0039

732,000 kWh per annum and above

Invoice	Charge Code
Capacity	CCA
	Pence per peak day kWh per day
Charging function	$0.0796 \times \text{SOQ}^{-0.2100}$

1.4 LDZ Exit Capacity Charges

The Exit Capacity charges are calculated at Exit Zone level and reflect the peak day capacity bookings for each Exit Zone in Wales & West. The charges are applicable for the period: 1st April 2013 to 31st March 2014.

1.4.1 Exit Capacity Charges by Exit Zone

Invoice	Charge Code
Capacity: Directly Connected Supply Points	ECN
Capacity: Connected Systems	C04
Capacity: Unique Sites	901

Exit Zone	pence per pk day kWh per day
SW1	0.0083
SW2	0.0248
SW3	0.0284
WA1	0.0298
WA2	0.0018

1.5 Other Charges

Other Charges include administration charges at Connected System Exit Points, Shared Supply Meter Points and Interconnectors.

1.5.1 Connected System Exit Points

A CSEP is a system point comprising one or more individual exit points which are not supply meter points. This includes connections to a pipeline system within the Wales & West Network but operated by a Gas Transporter other than Wales & West Utilities

The calculation of LDZ charges payable for shipping to CSEPs is explained in section 1.2.2.

There is no customer charge payable for connected systems, however separate administration processes are required to manage the daily operations and invoicing associated with CSEPs, including interconnectors, for which an administration charge is made.

The administration charge which applies to CSEPs containing NDM and DM sites is:

CSEP administration charge

Charge per supply point	0.0935 pence per day (£0.34 per annum)
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The invoice and charge codes are:

	Invoice	Charge Code
DM CSEP	ADU	883
NDM CSEP	ADC	894

1.5.2 Shared supply meter point allocation arrangements

An allocation service for daily metered supply points with AQs of more than 58,600 MWh per annum is available. This allows up to four (six for VLDMCs) shippers / suppliers to supply gas through a shared supply meter point.

The allocation of daily gas flows between the shippers / suppliers can be done either by an appointed agent or by the transporter.

The administration charges which relate to these arrangements are shown below. Individual charges depend on the type of allocation service nominated and whether the site is telemetered or non-telemetered.

The charges are (expressed as £ per shipper per supply point):

Invoice	Charge Code
ADU	883

Agent Service

	Telemetered	Non-telemetered
Set-up charge	£107.00	£183.00
Shipper-shipper transfer charge	£126.00	£210.00
Daily charge	£2.55	£2.96

Transporter Service

	Telemetered	Non-telemetered
Set-up charge	£107.00	£202.00
Shipper-shipper transfer charge	£126.00	£210.00
Daily charge	£2.55	£3.05