

**Development Workgroup Report**  
**Modification Reference Number 0098/0098a**  
**Changes to the NTS Capacity Booking Rules**

A meeting of the Development Workgroup was held on 22 January 1997.

Present:	Alan Raper	(TransCo)
	Andy Blair	(TransCo)
	Ian Beaufoy	(TransCo)
	Margaret Hitchcocks	(TransCo)
	Nicola Jacobs	(BP Gas Marketing Ltd)
	Angela O'Sullivan	(Quadrant Gas Ltd)
	Nick Wye	(Associated Gas Supplies Ltd)
	Phil Dowson	(Mobil Gas Marketing (U.K.) Ltd)
	Graham Jack	(British Gas Trading Ltd)
	Tahir Majid	(Ofgas)

**Principles agreed:**

- a) **Move from 56 Eligible Dates to 365 Eligible Dates**  
*Agreed*
- b) **Move from Business Days to Gas Days**  
*Agreed*
- c) **Changes to capacity booking timetable**

**Application Lead Time & Approval Period**

TransCo agreed to examine whether the lead time between application & registration could be reduced.

*(TransCo are of the opinion that the capacity booking lead times can be reduced. The proposed time-table is detailed in the Draft Modification Report.)*

**Withdrawal**

Withdrawal permitted up to 17.00 on day prior to registration - *Agreed*  
TransCo agree to examine the effect of this change on a shipper ability to trade

*(TransCo can confirm that extending the withdrawal opportunity to the day before the capacity is required does not impact on a shipper's ability to trade.)*

**d) Short Notice Exit Booking Service**

It is proposed that applications will be accepted up to 17.00 on the Day before the capacity is required during the commissioning period of NTS Supply Points. Applications will be made by fax and contain the information specified in the Network Code. The shipper will not be able to withdraw the application. For the purposes of this service, commissioning will be defined as a period of [3] months after the first flow of gas at an NTS Supply Point - *Agreed*

**Transitional Business Rules** - first flow of gas prior to 1st July 1997  
Registrations made under this service will have a common end date [3] months after first flow of gas - *Agreed*

**Final Business Rules** - first flow of gas after 1st July 1997  
Registrations made under this service will contribute to the flying wedge - *Agreed*

**1. Analysis of whether and if so the extent to which the modification would better facilitate the achievement of the relevant objectives.**

This modification better supports TransCo in the discharge of its license obligations by ensuring that shippers can optimise their NTS capacity registrations and hence their transportation charges.

**2. The implication for TransCo Implementing the Review Proposal.**

**2.1 Implication for the Operation of System and any BG Storage Facility**

TransCo is not aware of any such implications.

**2.2 Development, capital cost and operating cost implications for TransCo of implementing the proposal.**

Development costs, as a result of changes to the UK Link system, will be incurred during the implementation of this proposal. There will be no additional no operating cost implications as a result of implementation.

**2.3 Whether appropriate for TransCo to recover costs and if so the most appropriate way.**

TransCo does not intend to recover any costs other than those provided for in the Transportation Statement.

**2.4 Consequence of Implementing the Modification Proposal on the level of contractual risk to TransCo**

TransCo is not aware of any consequences.

**3. The Development Implications and other Implications for Computer Systems of TransCo and related Computer Systems of Relevant Shippers**

TransCo has not been made aware of any User system implications.

#### **4. The Implications of Implementing the Modification for Relevant Shippers**

##### **4.1 Administrative and operational implications.**

The short notice booking service will be administered by Commercial Operations as a manual workaround. Bearing in mind the specificity of this service and the limited numbers of commissioning programmes, it is envisaged that this will create a small amount of additional work. The remainder of the modification will be managed by the UK\_Link system.

##### **4.2 Development, capital cost and operating cost implications for Relevant Shippers of implementing the proposal.**

TransCo has not been made aware of any User system implications.

##### **4.3 Consequence of Implementing the Modification Proposal on the level of contractual risk to Relevant Shippers**

The greater flexibility introduced into the capacity booking process as a result of this modification should enable shippers to tailor their capacity registrations to better meet their requirements and reduce the risk of incurring overruns.

#### **5. Implications of Implementation for Terminal Operators, Suppliers and Producers, and any Non-Network Code Party**

TransCo is not aware of any such implications.

#### **6. Consequences on the Legislative and Regulatory Obligations and Contractual Relationships of TransCo and each Relevant Shipper**

TransCo has not been informed of any such consequences.

#### **7. Analysis of Advantages and Disadvantages of the Implementation of the Modification Proposal.**

Currently, the minimum lead-time between application & registration varies depending on the number of non-business days in the intervening period. Under this proposal, the minimum lead-time is reduced to four (Gas) Days. This will allow Users to react to changes to the capacity requirements of their supply point portfolio at shorter notice and reduce the risk of incurring overruns.

Currently, Users can be prevented from registering capacity for a period of up to one week.. These rules will ensure that the period is reduced to one day.

This modification will also allow a User to incrementally increase its capacity registrations at a NTS supply point during the commissioning period.

**8. Summary of Representations Received**

No written representation have been received to date.

**9. Any other matters that need to be addressed for production of the Modification Report**

None.