

# 0534:

## Maintaining the efficacy of the NTS Optional Commodity ('shorthaul') tariff at Bacton entry points

01	Modification
02	Workgroup Report
03	Draft Modification Report
04	Final Modification Report

This modification seeks to preserve the original intent of the NTS Optional Commodity tariff, namely to avoid inefficient by-pass of the NTS.

Changes to EU law require that CAM and CMP procedures are applied across interconnectors. In response, the Bacton ASEP will be split, creating two new "sub" Aggregate System Entry points (ASEP); it is this change that may inadvertently restrict a shipper's ability to make full use of the NTS Optional Commodity tariff and this proposal endeavours to rectify.



The Proposer recommends that this modification should be:

- assessed by a Workgroup














High Impact:  
Shippers



Medium Impact:  
None



Low Impact:  
NTS

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This modification will be presented by the proposer to the panel on 19 March 2015.		
The panel will consider the proposer's recommendation and agree whether this modification should be:		
<ul style="list-style-type: none"> <li>referred to a workgroup for assessment.</li> </ul>		
The Proposer recommends the following timetable:		
Initial consideration by Workgroup	02 April 2015	
Workgroup Report considered by Panel	21 May 2015	
Draft Modification Report issued for consultation	21 May 2015	
Consultation Close-out for representations	11 June 2015	
Final Modification Report produced for Panel	12 June 2015	
UNC Modification Panel decision	18 June 2015	

# 1 Summary

## Is this a Self-Governance Modification?

The proposer does not consider that Self-Governance procedures apply to this modification, as it may have a material effect on competition in the shipping of gas and the operation of the NTS, since the modification attempts to ensure the efficient operation of pipeline systems.

## Is this a Fast Track Self-Governance Modification?

No, Fast-Track procedures do not apply because this is not a housekeeping modification.

## Why Change?

In order to ensure compliance with the EU Capacity Allocation Mechanisms in Gas Transmission Systems Network Code, the existing Bacton ASEP within the GT Licence, which National Grid Gas holds in respect of the NTS, will need be split into two new ASEPs (Bacton UKCS ASEP and Bacton IP ASEP) as described in Ofgem's recent decision in this regard. The splitting of the ASEP will mean, if the current optional commodity tariff eligibility criteria are left unchanged, a User will only be able to link one of the newly created ASEPs to a nominated NTS exit point.

Given the split of the Bacton ASEP is "artificial" and for the sole purpose of ensuring compliance with the EU CAM Code, it is appropriate to modify the optional commodity tariff eligibility criteria to ensure cost-reflective charging; preservation of the existing arrangements detrimentally impacted by an artificial change to the configuration of an existing ASEP; and non-discriminatory treatment of those Users shipping gas from the same physical entry point to a nominated exit point.

## Solution

At the new Bacton ASEPs only, a new definition for a qualifying entry point for the purposes of the application of the optional commodity tariff is established as follows:

A "**Combined Bacton ASEP**" shall comprise of the Bacton UKCS ASEP and the Bacton IP ASEP, (which are System Entry Points in close physical proximity to each other and each form part of contiguous entry terminal facilities).

This new definition will permit the aggregation of relevant entry flows across the two Bacton ASEPs for the sole purpose of the calculation of the optional commodity tariff.

## Relevant Objectives

Implementation of this Modification would better facilitate the relevant objectives a) economic and efficient operation of the pipeline system, b) coordinated, efficient and economic operation of the NTS pipeline system and adjacent transporters at Bacton ASEPs, and d) securing of effective competition between relevant shippers.

## Implementation

The modification should be implemented at such date that the split of the Bacton ASEP is implemented which is expected to be 1 November 2015.

## Does this modification impact a Significant Code Review (SCR) or other significant industry change projects, if so, how?

The proposer believes there are no impacts on the on the systems changes for EU Reform, however this will be tested during the development phase.

## 2 Why Change?

The NTS Optional Commodity (“shorthaul”) tariff is available to shippers as an alternative to the standard SO commodity tariff and the TO commodity tariff (both at entry and exit). The charge was introduced in 1998 to reflect more accurately the costs of gas transportation from any eligible entry point to a nearby large exit point, and in so doing seeks to avoid inefficient by-pass of the NTS. The NTS Optional Commodity Charge tariff is levied on the lower of either the daily entry or exit point allocation; the assumption being that any ‘extra’ gas must come from another entry point or alternatively flows to another exit point.

Changes required by EU law, namely those set out in the Network Code on Capacity Allocation Mechanisms (CAM) and the Congestion Management Procedures require harmonised, transparent and non-discriminatory access to transmission capacity at applicable Interconnection Points across the EU. To ensure CAM/CMP procedures can be applied at entry for relevant existing Interconnection Points (IPs) Ofgem has determined that the existing Bacton ASEP be split into two new ASEPs (Bacton UKCS ASEP and Bacton IP ASEP).<sup>1</sup> In summary, the split is a result of legislative change, rather than any alteration to the physical characteristics of the ASEP.

Any changes to ASEP designations driven by the requirement of EU law have an unintended impact on the NTS Optional Commodity tariff, in that it may restrict the quantity of gas that can be shipped to the nominated exit point under these arrangements. Shippers may therefore be forced to pay higher conventional TO and SO commodity charges for some of the gas shipped. Firstly, this self-evidently undermines the original intent of the NTS Optional Commodity tariff, which seeks to dissuade inefficient by-pass of the NTS, and, secondly, it fails to preserve the existing arrangements currently employed by Bacton Users adding unjustified costs to the shipment of gas from the Bacton ASEP to a nearby NTS Exit Point such as an interconnector, thus acting as an undue barrier to cross-border trade. This modification proposal addresses this defect by permitting both of the newly created entry points, in combination, to be eligible to supply nominated NTS Exit Points for the sole purpose of qualifying for the application of the NTS Optional Commodity tariff. For all intents and purposes, it is an artificial reconfiguration of the existing Bacton entry for the single reason of “levering in” the EU CAM code to fit with the existing UK entry and exit capacity arrangements.

Addressing this defect will maintain the efficacy of the NTS Optional Commodity tariff arrangements at Bacton following the split of the Bacton ASEP.

The proposer believes that a short development phase is appropriate due to the simplicity of the Solution and the need to ensure that adequate industry consultation takes place as soon as possible, given the need to have solution in place before shorthaul flexibility is lost with CAM. It is hoped that Panel will agree to receive the Final Modification Report at short notice (four days has been suggested) to allow Ofgem time to consider their decision and, ultimately, NTS time to implement the change in parallel with the new arrangements proposed under Modification 0500 – EU Capacity Regulations CAM/CMP.

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<sup>1</sup> Ofgem, Modification of Special Conditions 1A and 5F of National Grid Gas plc's Gas Transporter Licence to facilitate implementation of the Capacity Allocation Mechanisms Network Code, 10 February 2015

### 3 Solution

The proposed solution will ensure the NTS Optional Commodity Tariff will continue to be calculated on the basis of shipper total daily allocations across all ASEPs located at Bacton, irrespective of whether the gas deliveries originate from the UKCS or a neighbouring member state via an interconnector.

This modification creates a “Combined Bacton ASEP” for the purpose of determining the total daily quantity used in levying the NTS Optional Commodity tariff for gas shipped to a nominated NTS Exit point (when it is lower than the relevant exit point allocation). Calculating entry allocations in this way will ensure that the ‘splitting’ of the existing Bacton ASEP will not artificially under-represent the volume of gas that could have theoretically bypassed the NTS if an alternative pipeline had been built.

To create this Combined ASEP, in order to preserve the original intent of the NTS Optional Commodity (‘shorthaul’) tariff, the following suggested definition is proposed to be inserted into the UNC TPD document:

1. A **“Combined Bacton ASEP”** shall comprise of the Bacton UKCS ASEP and the Bacton IP ASEP, [which are System Entry Points in close physical proximity to each other and each form part of contiguous entry terminal facilities].  
(*This definition aims to permit the relevant entry allocation quantities for the NTS Optional Commodity tariff to be aggregated at the appropriate level*).

For avoidance of doubt this modification proposal does not seek to change the methodology used for determining the NTS Optional Commodity tariff, or indeed the justification for such a tariff, nor will it require a Licence change to establish a new ASEP for the purposes of the release of NTS Entry Capacity. It simply seeks to clarify the volume of gas deliveries that can be used in the tariff formula. The proposal also recognises the ‘point to point’ nature of the NTS Optional Commodity tariff calculation, which means that the individual Bacton ASEPs that make up a Combined ASEP are adjacent to each other and are capable of both being connected by the theoretical bypass pipeline to the relevant NTS Exit Point.

User Pays	
Classification of the modification as User Pays, or not, and the justification for such classification.	No User Pays service would be created or amended by implementation of this modification and it is not, therefore, classified as a User Pays Modification.
Identification of Users of the service, the proposed split of the recovery between Gas Transporters and Users for User Pays costs and the justification for such view.	n/a
Proposed charge(s) for application of User Pays charges to Shippers.	n/a
Proposed charge for inclusion in the Agency Charging Statement (ACS) – to be completed upon receipt of a cost estimate from Xoserve.	n/a

## 4 Relevant Objectives

Impact of the modification on the Relevant Objectives:	
Relevant Objective	Identified impact
a) Efficient and economic operation of the pipe-line system.	Positive
b) Coordinated, efficient and economic operation of (i) the combined pipe-line system, and/ or (ii) the pipe-line system of one or more other relevant gas transporters.	Positive
c) Efficient discharge of the licensee's obligations.	None
d) Securing of effective competition: (i) between relevant shippers; (ii) between relevant suppliers; and/or (iii) between DN operators (who have entered into transportation arrangements with other relevant gas transporters) and relevant shippers.	Positive
e) Provision of reasonable economic incentives for relevant suppliers to secure that the domestic customer supply security standards... are satisfied as respects the availability of gas to their domestic customers.	None
f) Promotion of efficiency in the implementation and administration of the Code.	None
g) Compliance with the Regulation and any relevant legally binding decisions of the European Commission and/or the Agency for the Co-operation of Energy Regulators.	None

The proposal ensures efficient utilisation of the NTS as it enables all gas that can be economically transported in the NTS continues to be so transported. Investment in economically inefficient alternative pipelines should be avoided reducing in the overall level of transportation charges that would otherwise have to be paid by shippers using the NTS.

Without this modification, gas that might otherwise have been delivered into the NTS may be dissuaded from being supplied into to GB market.

Moreover, the current modification ensures that there is no discrimination between shippers or sources of gas, and ensures that no undue barriers to cross-border trade are artificially raised.

## 5 Implementation

There should be no additional implementation costs for industry parties as this proposal simply clarifies the basis for the determining of the daily entry allocation used for the NTS Optional Commodity tariff, in the light of recent changes to EU law.

As the European Commission has specified that the Regulation on Capacity Allocation Mechanisms will apply from 1 November 2015, implementation of this proposal should be on or before that date.

## 6 Impacts

### **Does this modification impact a Significant Code Review (SCR) or other significant industry change projects, if so, how?**

The proposer believes there are no impacts on the systems changes for EU Reform, however this will be tested during the development phase.

## 7 Legal Text

Suggested changes to specific UNC TPD definitions have been included in the solution section above. This is not intended to be used as the definitive legal text, which the proposer envisages will be subject to workgroup discussion and likely refinement.

## 8 Recommendation

The Proposer invites the Panel to:

- Progress to Workgroup assessment.