

# **Modification 0407: Standardisation of Offtake Rate Changes for all National Grid NTS Exit Users**

Presentation to Workgroup

19<sup>th</sup> March 2012

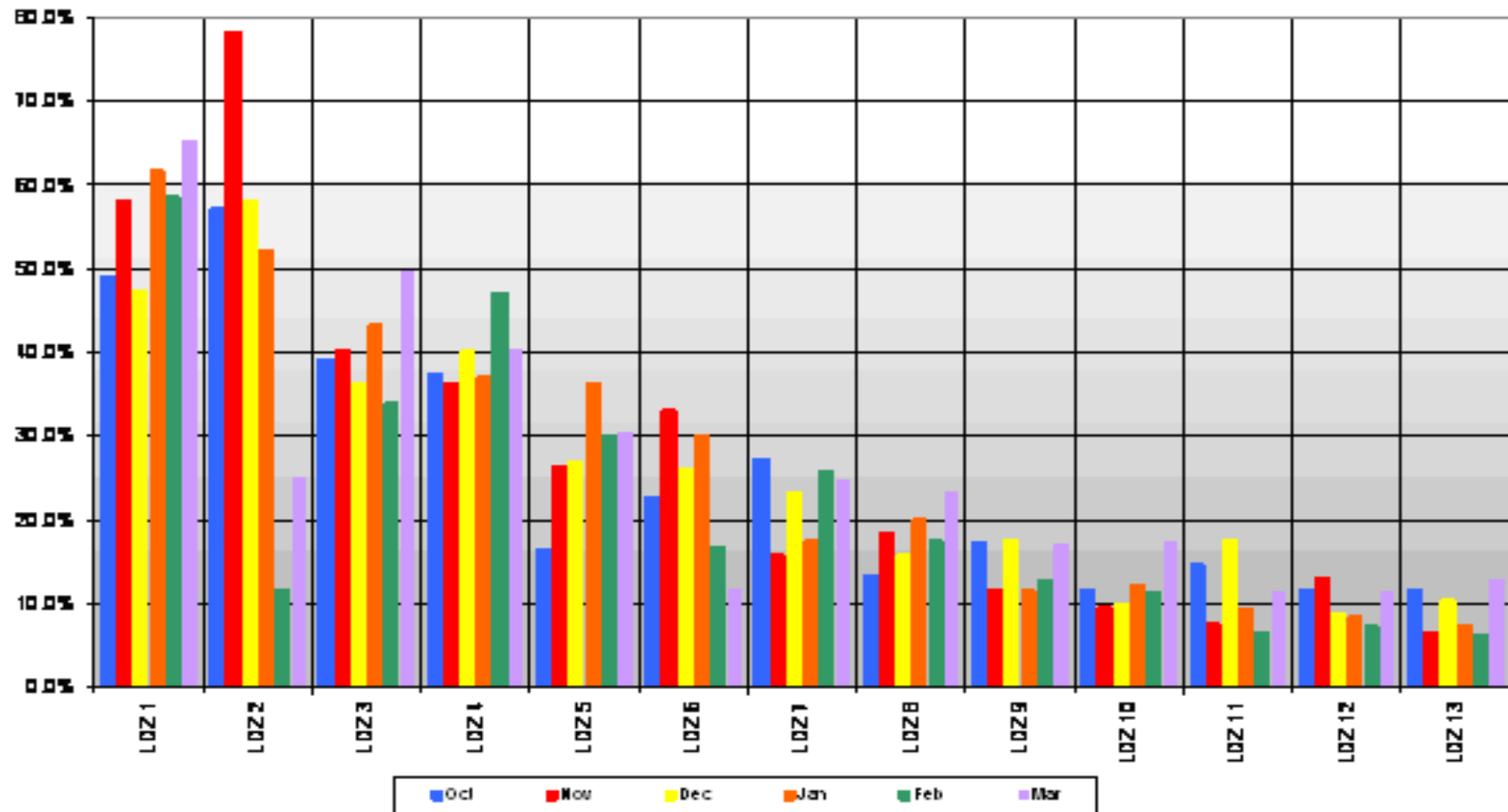
## Action from the last meeting

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- Provide historical data on DN excursions from the '2 hour 5% rule' and assess the impact
- The data is extensive, therefore we have limited our investigation to October 2010 to March 2011
- The following graph illustrates the percentage of accepted OPN revisions which constituted excursions from the '2 hour 5% rule' over this period

# Excursions from the 2 hour 5% rule

Percentage of Accepted OPNs in excess of the 5% Within-day Hourly reforecast rule (Oct 2010 - Mar 2011)



## Assessment of the data

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- The graph illustrates a substantial difference in LDZ performance with respect to this rule
- Although not shown on the graph (to protect anonymity) there is no correlation to:
  - LDZ demand; or
  - to whether the LDZ contains an embedded VLDMC
- We have not established a direct link to constraint scenarios or balancing actions
- This is as expected because the OPNs were accepted (i.e. the system was not judged to be at or approaching its design conditions on those days in those locations)

## Relevance of the data

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- If excursions have happened with such regularity with no detectable adverse impact on the NTS, does that mean that the '2 hour 5% rule' is obsolete?
- We believe not, because:
  - The rule acts as a constraint on behaviour. If the rule were removed, the NTS would be at greater risk (as described in our presentation last month)
  - This is not supposition - DNs are telling us they need more rapid response from the NTS to meet their future customers' requirements
  - The rule protects design conditions and these conditions have not recently been experienced

# It's a bit like speeding on the motorway...

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- The 'de jure' rule is 70 mph
- The 'de facto' application (most people drive at 75-80 mph) can usually be accommodated
- Any proposal to increase the speed limit would need to consider:
  - how drivers' behaviour might change as a result
  - if the design of some sections of road are better able to handle an increase than others

## Summary

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- Historic excursions of the ‘2 hour 5% rule’ are of limited relevance in deciding whether or not it should be removed
- It would not be prudent to remove the rule without a proper examination of the effects – this could be done but not quickly
- Alternatively, the Workgroup could consider more proportionate alternative solutions