

Stage 02: Workgroup Report

0426

Amendment to the NTS System Entry Overrun Charge

At what stage is this document in the process?

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

This modification seeks to remove a potential scenario whereby a User may generate a chargeable System Entry overrun quantity and not incur a System Entry Overrun Charge.



The Workgroup recommends that this modification should proceed to Consultation.



High Impact: -



Medium Impact: National Grid NTS and Users



Low Impact: -

0426

Workgroup Report

25 June 2012

Version 0.1

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About this document:

The purpose of this report is make a recommendation to the Panel, to be held on 19 July 2012, on whether Modification 0426 should proceed to consultation and to submit any further recommendations in respect of the assessment of this modification.



3 Any questions?

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1 Summary

Is this a Self-Governance Modification?

The Modification Panel determined that this is not a self-governance modification.

Why Change?

A zero or no Overrun Charge may be generated where either all the NTS Entry Capacity allocated at an ASEP is at zero price or where no NTS Entry Capacity has been booked at an ASEP on a Gas Flow Day by any User. This weakens the incentive on Users to purchase NTS Entry Capacity consistent with their entry flow requirements, and the scenario has been observed on a number of occasions.

Solution

The proposed solution is to amend UNC TPD (Section B 2.12.3), the calculation of the System Entry Overrun Charge, to ensure a non-zero Overrun Charge applies to all instances where an entry overrun occurs.

This Modification retains the existing NTS Entry Capacity overrun calculation and includes the Monthly system Entry Capacity (MSEC) reserve price at the ASEP at which the overrun occurs, to the criteria for determining the overrun price as below:

Therefore it is proposed that the System Entry Overrun Charge shall be calculated as the amount of the overrun quantity multiplied by whichever is the greatest of:

- a) $(8 * A)$, where 'A' is the highest bid price in relation to a capacity bid in respect of which NTS Entry Capacity was allocated following any NTS Entry Capacity Release mechanism for that ASEP
- b) $(1.1 * B)$, where 'B' is the relevant average accepted offer price;
- c) $(1.1 * C)$, where 'C' is the relevant average accepted forward price;
- d) $(1.1 * D)$, where 'D' is the relevant average accepted exercise price;
- e) $(1.1 * E)$, where 'E' is the highest unit price accepted by National Grid NTS; and
- f) $(8 * F)$, where 'F' is the NTS Entry Capacity reserve price as defined in paragraph 2.2.3 (b), at that ASEP, applicable on the Day the overrun occurs,

where (a), (b), (c), (d), (e) and (f) are calculated by reference to information available to National Grid NTS at 02:00 hours on the relevant Day.

Impacts and Costs

The impact of the modification would be that, where a User overruns, an overrun charge is generated and that charge will not be zero

Xoserve has confirmed that this modification would result in changes to the Gemini system – the modification has been raised as a User Pays Modification. System implementation costs are expected to be between £94k and £111k. Implementation may provide benefit for both Shippers and National Grid NTS, and the proposed cost apportionment is Transporters 50%/Shippers 50%.

Implementation

No implementation timescale is proposed. However, if this modification is approved implementation will follow the completion of the System changes.

The Case for Change

The System Entry Overrun Charge should encourage Users to book sufficient NTS Entry Capacity to cover their gas flow requirements - the "ticket to ride" principle. Implementation would ensure a positive overrun charge applies in all instances.

Recommendations

The Workgroup recommends that this modification should now proceed to consultation.

2 Why Change?

Where a User delivers gas onto the System over a Gas Day at an ASEP that is in excess of their aggregate Available NTS Entry Capacity, that User incurs a System Entry Overrun Charge. The existence of a System Entry Overrun Charge encourages Users to purchase NTS Entry Capacity consistent with their flow requirement; this is known as the “ticket to ride” principle.

An entry overrun quantity as determined under UNC TPD B2.12.2 is, in respect of a User at an ASEP for any Gas Flow Day, the amount by which the sum of the User’s UDQIs on that Day in respect of each System Entry Point comprised in the ASEP exceeds the sum of the User’s Fully Adjusted Available NTS Entry Capacity.

UNC TPD B2.12.3 states that the System Entry Overrun Charge shall be calculated as the amount of the overrun quantity multiplied by whichever is the greatest of:

- a) $(8 * A)$, where 'A' is the highest bid price in relation to a capacity bid in respect of which NTS Entry Capacity was allocated following an invitation under any Annual NTS Entry Capacity, Rolling Monthly NTS Entry Capacity, or Daily NTS Entry Capacity auctions
- b) $(1.1 * B)$, where 'B' is the relevant average accepted offer price;
- c) $(1.1 * C)$, where 'C' is the relevant average accepted forward price;
- d) $(1.1 * D)$, where 'D' is the relevant average accepted exercise price; and
- e) $(1.1 * E)$, where 'E' is the highest unit price accepted by National Grid NTS;

where (a), (b), (c), (d) and (e) are calculated by reference to information available to National Grid NTS at 02:00 hours on the relevant Day.

However the UNC rules as outlined in TPD B2.12.3 above may lead to the following unintended consequences:

- where all NTS Entry Capacity held at an ASEP on a Gas Flow Day has been bought at zero price (assuming there is no offer price, forward price or exercise price), a zero overrun charge being generated; and
- where there is no NTS Entry Capacity booked at an ASEP on a Gas Flow Day by any User, no overrun charges being created.

There have been a number of instances where Users have generated System Entry Overruns and incurred either a zero or no overrun charge, which weakens the incentive on Users to procure NTS Entry Capacity in line with their gas flow requirements undermining the “ticket to ride” principle. Recent instances are summarised in the following table.



Background

Q What is a UDQI?

User Daily Quantity Input (UDQI) is the quantity of gas treated as delivered by a User to the Total System on that day at a system entry point.

Year	Entry Overruns
2008	34
2009	9
2010	27
2011	6
2012 (up to March)	1

Source: National Grid NTS

The possibility of entry overruns with either a zero or no overrun charge being generated may increase following the introduction of the interruptible reverse flow service at Moffat ASEP (Modification 0352). This is because only Interruptible NTS Entry Capacity, with a zero reserve price, may be offered. As part of the Modification 0352 process, industry parties (including Ofgem) raised this issue and National Grid NTS signalled that it would seek to address the issue.

3 Solution

This Modification will amend the current calculation of the System Entry Overrun Charge by adding a further price to the current list of overrun prices. The addition of the NTS Entry Capacity reserve price (i.e. the AMSEC reserve price) will effectively act as a default price where none of the others prices are applicable or generate a zero or no overrun charge. The additional overrun price proposed is 8* NTS Entry Capacity reserve price.

National Grid NTS publish all relevant MSEC reserve prices within "The Statement of Gas Transmission Transportation Charges":

<http://www.nationalgrid.com/NR/rdonlyres/BC4BF846-44D8-4DBC-926F-E36C8001FBE2/47516/TransmissionTransportationChargesApr2011R2.pdf>

The System Entry Overrun Charge shall be calculated as the amount of the overrun quantity multiplied by whichever is the greatest of:

- a) $(8 * A)$, where 'A' is the highest bid price in relation to a capacity bid in respect of which NTS Entry Capacity was allocated following any NTS Entry Capacity Release mechanism for that ASEP
- b) $(1.1 * B)$, where 'B' is the relevant average accepted offer price;
- c) $(1.1 * C)$, where 'C' is the relevant average accepted forward price;
- d) $(1.1 * D)$, where 'D' is the relevant average accepted exercise price;
- e) $(1.1 * E)$, where 'E' is the highest unit price accepted by National Grid NTS; and
- f) $(8 * F)$, where 'F' is the NTS Entry Capacity reserve price, in accordance with paragraph 2.2.3 (b), at that ASEP, applicable on the day the overrun occurs,**

where (a), (b), (c), (d), (e) and **(f)** are calculated by reference to information available to National Grid NTS at 02:00 hours on the relevant Day.

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.	None
c) Efficient discharge of the licensee's obligations.	Positive
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

By incentivising Users to book their capacity requirements when there would otherwise be no overrun charge, better information may be provided to National Grid NTS regarding Users' intended use of the National Transmission System. This would enable National Grid NTS to plan the operation of the System accordingly, and so facilitate efficient and economic operation of the system.

In addition to improved signals of short term capacity requirements in support of system operation, incentivising appropriate capacity bookings would also be expected to improve the information available in support of network planning decisions. Implementation would therefore also be consistent with facilitating National Grid NTS's licence obligations with respect to economic and efficient system development.

[Creating more appropriate incentives to encourage customers to procure sufficient NTS Entry Capacity to cover their Entry gas flow would encourage the booking of NTS Entry Capacity and therefore facilitate the development of effective competition in booking NTS Entry Capacity across the System.]

A fundamental principle that supports the development of effective competition is that parties should face the costs for which they are responsible. Implementation of this

modification would ensure that all Users pay for the use of the system and so could be expected to improve the allocation of costs between Users. However, in their decision letter rejecting Modification 0119 (Amendment to the Entry Overrun Charge) Ofgem concluded that:

"Furthermore, the inclusion of the highest reserve price specified in the auction invitation, in determining the overrun price, is problematic as it does not relate to the possible costs incurred by NGG as a result of overruns. This lack of reflecting the possible costs incurred as a result of an overrun means that a shipper which is penalised in this manner is likely to pay a different charge than the cost their actions resulted in. This would put such a shipper at a disadvantage to other shippers when the penalty is higher than the actual costs incurred as a result of the overrun, and vice versa."

The Workgroup believe that the Modification as proposed differs from Modification 0119 in this respect because

5 Impacts and Costs

Consideration of Wider Industry Impacts

None identified.

Costs

Indicative industry costs – User Pays	
Classification of the modification as User Pays or not and justification for classification	
<p>This modification has been raised as User Pays. This modification benefits both National Grid NTS and Users by improving the operation of the System and effective competition between Users.</p> <p>National Grid NTS has raised a Rough Order Of Magnitude (ROM) and Xoserve has confirmed that this modification will result in changes to the Gemini system, with estimated costs of between £94k and £111k.</p>	
Identification of Users, proposed split of the recovery between Gas Transporters and Users for User Pays costs and justification	
<p>This modification benefits both National Grid NTS and Users by improving the operation of the System and effective competition between Users, as noted earlier.</p> <p>This modification apportions the costs as:</p> <p>50% Shipper Users 50% Transporters</p> <p>The cost apportionment is based on the potential benefits accrued by different parties under the relevant objectives under Standard Special Condition A11 (a) and (d) (i).</p>	
Proposed charge(s) for application of Users Pays charges to Shippers	
<p>These charges will be one-off charges invoiced as soon as possible following the implementation of the of the System functionality. It is proposed that the costs to Users be allocated on the basis of ...</p>	
Proposed charge for inclusion in ACS – to be completed upon receipt of cost estimate from Xoserve	
To be confirmed.	

Impacts

Impact on Transporters' Systems and Process	
Transporters' System/Process	Potential impact

UK Link	<ul style="list-style-type: none"> System changes costing up to £111k are expected.
Operational Processes	<ul style="list-style-type: none"> None
User Pays implications	<ul style="list-style-type: none"> As above

Impact on Users	
Area of Users' business	Potential impact
Administrative and operational	<ul style="list-style-type: none"> None
Development, capital and operating costs	<ul style="list-style-type: none"> Users may incur an increased Overrun Charge.
Contractual risks	<ul style="list-style-type: none"> None
Legislative, regulatory and contractual obligations and relationships	<ul style="list-style-type: none"> None

Impact on Transporters	
Area of Transporters' business	Potential impact
System operation	<ul style="list-style-type: none"> National Grid NTS may benefit from this UNC modification through improved information.
Development, capital and operating costs	<ul style="list-style-type: none"> Investment costs may be better informed as a result of implementation.
Recovery of costs	<ul style="list-style-type: none"> 50% Transporters/50% Shippers is proposed.
Price regulation	<ul style="list-style-type: none"> None
Contractual risks	<ul style="list-style-type: none"> None
Legislative, regulatory and contractual obligations and relationships	<ul style="list-style-type: none"> None
Standards of service	<ul style="list-style-type: none"> None

Impact on Code Administration	
Area of Code Administration	Potential impact
Modification Rules	<ul style="list-style-type: none"> None

Impact on Code Administration	
UNC Committees	• None
General administration	• None

Impact on Code	
Code section	Potential impact
UNC TPD Section B2.12.3	Addition of a further element to the System Entry Overrun Charge calculation

Impact on UNC Related Documents and Other Referenced Documents	
Related Document	Potential impact
Network Entry Agreement (TPD I1.3)	• None
Network Exit Agreement (Including Connected System Exit Points) (TPD J1.5.4)	• None
Storage Connection Agreement (TPD R1.3.1)	• None
UK Link Manual (TPD U1.4)	• None
Network Code Operations Reporting Manual (TPD V12)	• None
Network Code Validation Rules (TPD V12)	• None
ECQ Methodology (TPD V12)	• None
Measurement Error Notification Guidelines (TPD V12)	• None
Energy Balancing Credit Rules (TPD X2.1)	• None
Uniform Network Code Standards of Service (Various)	• None

Impact on Core Industry Documents and other documents	
Document	Potential impact
Safety Case or other document under Gas Safety (Management) Regulations	• None
Gas Transporter Licence	• None

Other Impacts	
Item impacted	Potential impact

Security of Supply	<ul style="list-style-type: none">• None
Operation of the Total System	<ul style="list-style-type: none">• None.
Industry fragmentation	<ul style="list-style-type: none">• None
Terminal operators, consumers, connected system operators, suppliers, producers and other non code parties	<ul style="list-style-type: none">• None

6 Implementation

No implementation timescale is proposed. However, if this modification is approved implementation will follow the completion of the System changes.

7 The Case for Change

Nothing in addition to that identified above.

8 Legal Text

Suggested Text

The Workgroup has considered the following Suggested Legal Text and no issues were raised regarding its content.

TPD Section B

Amend paragraph 2.12.3 to read as follows:

2.12.3 The System Entry Overrun Charge shall be calculated as the amount of the overrun quantity multiplied by whichever is the greatest of:

- (a) $(8 * A)$, where 'A' is the highest bid price in relation to a capacity bid in respect of which NTS Entry Capacity was allocated following an invitation under paragraphs 2.2, 2.3 and 2.4; and
- (b) $(1.1 * B)$, where 'B' is the relevant average accepted offer price;
- (c) $(1.1 * C)$, where 'C' is the relevant average accepted forward price;
- (d) $(1.1 * D)$, where 'D' is the relevant average accepted exercise price; ~~and~~
- (e) $(1.1 * E)$, where 'E' is the highest unit price accepted by National Grid NTS; ~~and~~
- (f) $(8 * F)$, where 'F' is the NTS Entry Capacity reserve price as defined in paragraph 2.2.3 (b), at that ASEP, applicable on the Day the overrun occurs,

where (a), (b), (c), (d), ~~and~~ (e) and (f) are calculated by reference to information available to National Grid NTS at 02:00 hours on the relevant Day.

9 Recommendation

The Workgroup invites the Panel to:

- AGREE that this modification should be submitted for Consultation.