

# Final Modification Report No.10

## Arrangements for the ROI System Exit Point

30<sup>th</sup> September 2020

The Transporter has prepared this Final Modification Report No.10 in accordance with section 8 of the Code Modification Rules.

**A Description of the nature and purpose of the modification**

A new connection to the NI Network Gas Transmission System is being made which is physically located in the Republic of Ireland (ROI). The connection will be an exit point to a local transmission pipeline owned and operated by Gas Networks Ireland (GNI) (the operator of the transmission and distribution systems in ROI) and is intended initially to serve the Haynestown area in the ROI.

This Proposed Modification to the NI Network Gas Transmission Code is being made to add relevant references to the ROI System Exit Point and to the relevant inter-operator arrangements including a Use of System agreement between GNI (UK) and GNI to enable the operation of the new exit point.

**B How the modification better facilitates the relevant objective**

The Relevant Objective, (condition 2.4D.2 of the Transporter Licences) will be better facilitated by the NI Network Gas Transmission Code as a result of this modification. This change will support the safe and efficient operation of the NI Gas Transmission Network by ensuring that the Code reflects the agreements between GNI (UK) and GNI in respect of the ROI System Exit Point.

**C Third Party Representations and the views of the Transporter**

One response to the consultation was received. Those comments and the response of the Transporter are outlined below.

Respondent Comments	Transporter Response
<p>The intention to charge GNI (UK) some of the costs associated with operations leading to corresponding reductions for Shippers is welcome. The principle that costs should be allocated where they are incurred and to the correct party is also welcome. In addition, there should be as much transparency around this as possible so Shippers can see that parties are treated fairly and equitably. In terms of determining appropriate methodologies, transparency would be welcome and at least oversight by the Authority.</p>	<p>The Transporter agrees with and supports the points raised by the Shipper.</p> <p>The postalised tariff explanatory note sets out the total amount by which the forecast revenue of GNI (UK) has been adjusted to reflect this arrangement.</p>

<p>This Proposed Modification includes changes to text in Proposed Modification 7 which has not yet been approved and implemented. The respondent observes the governance challenges of two concurrent Proposed Modifications affecting the same section of Code text.</p>	<p>The Transporter notes that this Proposed Modification is simply contingent on Proposed Modification 7 being approved, rather than proposing alternative changes, and will be withdrawn if Proposed Modification 7 is not approved.</p> <p>Nonetheless the Transporter agrees that it is generally desirable not to have concurrent modifications potentially affecting the same section of Code text.</p>
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**D The clauses of the NI Network Gas Transmission Code that require amendment**

This proposal will make changes in section 1 of the NI Network Gas Transmission Code and add a new section 1.13. On the assumption that Proposed Modification 7: *Section 26: South Section* is approved by the Utility Regulator, this proposal also makes changes to the text of *Section 26: South Section*.

Should Proposed Modification 7: *Section 26: South Section* not be approved, this proposal will be withdrawn.

**E Impact on the networks of the Designated Pipeline Operators, Adjacent Transporters and/or relevant agreements in respect of the NI Network:**

The Transporter has considered the impacts the modification may have and has concluded as follows:

***Impacts on the Operation of the Networks of the Designated Pipeline Operators:***

- The delivery of gas to the ROI System Exit Point will be accounted for under the existing Operational Balancing Agreement (OBA) between GNI (UK) and GNI. Gas will be scheduled to flow periodically into the NI Network from the South North IP to make up the balance on the OBA account as required.
- There will be a small reduction in the amount of South North IP Entry Capacity available to NI Shippers as a result of the Use of System agreement.
- GNI (UK) considers that there will be no impact on the wider capacity, or the physical or commercial daily balancing, of the NI Network arising from these proposed changes.
- It is understood that the new exit point will only be capable of forward flow (i.e. from the NI Network into the ROI network).

***Impacts on Adjacent Transporters:***

- The existing Interconnection Agreement in respect of the South North IP between GNI (UK) and GNI contains the OBA mentioned above, which is being amended to address flows for the ROI System Exit Point.

- The new arrangements mean that GNI (as the Adjacent Transporter) will need to schedule gas to flow at the South North IP in order to make up the quantity of the balance of the OBA account relating to the offtake at the ROI System Exit Point.
- This Proposed Modification is drafted on the basis that the recent Proposed Modification 7: *Section 26: South Section* will be approved and implemented prior to the approval/implementation of this proposal. This proposal therefore includes additions to the South Section text to ensure that it covers the ROI System Exit Point.

***Impacts on Relevant NI Agreements:***

- Under the SSO Agreement and the SOA, all the NI TSOs currently have joint and several liability for their role as the Transporter under the Code, including in respect of the ROI System Exit Point.
- This proposal is drafted on the basis that:
  - there are joint emergency procedures in place between NINEC and NGEM in respect of the South Section of the NI Gas Transmission Network and the South North IP and these also address the Haynestown Offtake Point within the ROI System Exit Point;
  - the 'Use of System Agreement' agreed between GNI and GNI (UK) which will provide for the transportation of gas by GNI (UK) on behalf of GNI from the South North IP to the ROI System Exit Point has been approved by the Utility Regulator.

**F The date proposed for implementation**

The Transporter proposes that this Modification should take effect from the date of its approval by the Authority.

**G Changes from the Initial Modification Report**

No changes have been made to the legal text relative to the Initial Modification Report.

## H Final Legal Text

Modify sections 1.5.2(g) as follows:

### 1.5 The NI Network

1.5.1 For the purposes of this Code, the NI Network is treated as a single gas transmission system and a Shipper shall be entitled to flow gas through the NI Network in accordance with this Code.

1.5.2 In this Code:

- (a) “**NI Network**” means the PTL Transportation System, the Belfast Gas System, the GNI (UK) System and the West Transmission System;
- (b) the “**PTL Transportation System**” means the PTL System and the capacity held by PTL in the GNI (UK) Upstream System;
- (c) the “**PTL System**” means the pipeline and associated facilities, owned and operated by PTL, connecting Twynholm in Scotland, to Ballylumford Internal Connection Point in Northern Ireland by an on-shore and sub-sea pipeline and to Stranraer in Scotland by an on-shore pipeline;
- (d) the “**GNI (UK) Upstream System**” means the pipeline and associated facilities operated by GNI (UK) Upstream connecting the national gas transmission system at Moffat to, inter alia, Twynholm in Scotland through which GNI (UK) transports gas for PTL pursuant to the GNI (UK) Transportation Agreement;
- (e) the “**GNI (UK) Transportation Agreement**” means the agreement dated 21 August 1996 made between GNI (UK) Upstream and PTL pursuant to which GNI (UK) Upstream transports gas for PTL through the GNI (UK) Upstream System as amended and restated from time to time;
- (f) the “**Belfast Gas System**” means the pipeline and associated facilities owned and operated by BGTL which connects the PTL System at Ballylumford Internal Connection Point in Northern Ireland to the GNI (UK) System at the Carrickfergus Internal Connection Point and to the PNG Distribution Network;
- (g) the “**GNI (UK) System**” means the pipeline and associated facilities owned and operated by GNI (UK) which connects the Belfast Gas System at the Carrickfergus Internal Connection Point to the West Transmission System at the Maydown Internal Connection Point and the Derryhale Internal Connection Point, the Firmus Distribution Network, the PNG Distribution Network, the ROI System Exit Point and the South North Interconnection Point;
- (h) the “**West Transmission System**” means the pipeline and associated facilities owned and operated by WTL which connects the GNI (UK) System at the Maydown Internal Connection Point and the Derryhale Internal Connection Point to the SGN NG Distribution Network.

Modify section 1.7.5 as follows:

### **Relevant Transporter and Relevant Adjacent Transporter at Specific Interconnection Points**

1.7.5 For the purposes of this Code:

- (a) at Moffat Interconnection Point (including Moffat IP Entry Point and Moffat VRF IP Exit Point) the Relevant Transporter is PTL and the Relevant Adjacent Transporter is National Grid;
  - (b) at South North Interconnection Point (including South North IP Entry Point and South North VRF IP Exit Point) the Relevant Transporter is GNI (UK) and the Relevant Adjacent Transporter is GNI-Gas Networks Ireland.
- .....

Modify sections 1.8.2 to 1.8.5 as follows:

### **Types of Exit Point**

1.8.2 In this Code:

- (a) an “**Exit Point**” means a DN Exit Point, Stranraer Exit Point, ~~or~~ a Power Station Exit Point or the ROI System Exit Point and “**Exit Points**” shall be construed accordingly;
- (b) a “**DN Exit Point**” means an exit point at which gas is offtaken by Shippers for the purpose of supplying gas to premises via the gas distribution network of a DNO and “**DN Exit Points**” shall be construed accordingly;
- (c) a “**Power Station Exit Point**” means an exit point at which gas is offtaken by Shippers from the NI Network for the purposes of supplying a power station and “**Power Station Exit Points**” shall be construed accordingly;
- (d) “**Offtake Point**” means the Lisburn Offtake Point, the BGTL Belfast Offtake Points, the Ten Towns Offtake Points, ~~or~~ the West Offtake Points or the Haynestown Offtake Point and “**Offtake Points**” shall be construed accordingly.

### **Specific Exit Points and Offtake Points**

1.8.3 In this Code the following are specific Exit Points and Offtake Points on the NI Network:

- (a) “**Stranraer Exit Point**” is the exit point located at Stranraer in Scotland at which gas can flow out of the PTL Transportation System into the Stranraer Distribution Network;
- (b) “**Belfast Exit Point**” is the DN Exit Point at Belfast and comprises the Lisburn Offtake Point and the BGTL Belfast Offtake Points;

- (c) **“Lisburn Offtake Point”** means a point at which gas can flow out of the GNI (UK) System into the PNG Distribution Network;
- (d) **“BGTL Belfast Offtake Points”** are the individual offtake points at which gas can flow out of the Belfast Gas System and into the PNG Distribution Network;
- (e) **“Ten Towns Exit Point”** is the DN Exit Point which comprises the Ten Towns Offtake Points;
- (f) **“Ten Towns Offtake Points”** are the individual offtake points at which gas can flow out of the GNI(UK) System into the Firmus Distribution Network;
- (g) **“West Exit Point”** is the DN Exit Point which comprises the West Offtake Points;
- (h) **“West Offtake Points”** are the individual offtake points at which gas can flow out of the WTL System into the SGN NG Distribution Network;
- (i) **“Ballylumford Exit Point”** is the Power Station Exit Point at Ballylumford;
- (j) **“Coolkeeragh Exit Point”** is the Power Station Exit Point at Coolkeeragh;-
- (k) **“ROI System Exit Point” is the exit point located in the Republic of Ireland at which gas can flow out of the NI Network into the ROI System and comprises the Haynestown Offtake Point;**
- (l) **“Haynestown Offtake Point” is the individual offtake point within the ROI System Exit Point at which gas can flow out of the NI Network into the ROI System.**

### **Relationship between Exit Points and Offtake Points**

1.8.4 For the avoidance of doubt, in this Code:

- (a) certain Exit Points comprise certain Offtake Points as follows:
  - (i) the Belfast Exit Point comprises the Lisburn Offtake Point and the BGTL Offtake Points;
  - (ii) the Ten Towns Exit Point comprises the Ten Towns Offtake Points;
  - (iii) the West Exit Point comprises the West Offtake Points;
  - (iv) the ROI System Exit Point comprises the Haynestown Offtake Point;
- (b) other than at the ROI System Exit Point, a Shipper may apply for and be registered as holding Exit Capacity at an Exit Point but not an Offtake Point;
- (c) other than at the ROI System Exit Point, a Shipper may submit Nominations in respect of an Exit Point but not an Offtake Point;- and
- (d) the arrangements for the ROI System Exit Point are set out in section 1.13.

## **Relevant Transporter and Relevant DNO at specific Exit Points and Offtake Points**

1.8.5 For the purposes of this Code:

- (a) at BGTL Belfast Offtake Point the Relevant Transporter is BGTL and the Relevant DNO is Phoenix;
- (b) at Lisburn Offtake Point the Relevant Transporter is GNI (UK) and the Relevant DNO is Phoenix;
- (c) at Ten Towns Exit Point (including each of the Ten Towns Offtake Points) the Relevant Transporter is GNI (UK) and the Relevant DNO is Firmus;
- (d) at West Exit Point (including each of the West Offtake Points) the Relevant Transporter is WTL and the Relevant DNO is SGN NG;
- (e) at Ballylumford Exit Point the Relevant Transporter is PTL;
- (f) at Coolkeeragh Exit Point the Relevant Transporter is GNI (UK);
- (g) at Stranraer Exit Point the Relevant Transporter is PTL;
- (h) at ROI System Exit Point the Relevant Transporter is GNI (UK).

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*Modify sections 1.10 to read as follows:*

### **1.10 Measurement Equipment**

1.10.1 For the purposes of this Code:

- (a) the arrangements for the ownership, reading and validation of Measurement Equipment at Moffat Interconnection Point are addressed in an agreement between GNI (UK) Upstream and National Grid. Measurement information is obtained by GNI (UK) Upstream pursuant to such agreement and the IP Measured Quantity is provided to PTL, where applicable, in accordance with the Tripartite Agreement as further described in section 14.2 of this Code;
- (b) the Measurement Equipment at South North Interconnection Point is owned, read and validated by ~~Gas Networks Ireland~~ GNI which provides measurement information to GNI (UK);
- (c) the Measurement Equipment at Stranraer Exit Point is owned and validated by National Grid and PTL reads such Measurement Equipment;
- (d) the Measurement Equipment at Ballylumford Exit Point is owned, read and validated by PTL;
- (e) the Measurement Equipment at Coolkeeragh Exit Point is owned, read and validated by GNI (UK);

- (f) the Measurement Equipment at the BGTL Belfast Offtake Points is owned and validated by BGTL. PTL reads such Measurement Equipment in accordance with the Belfast Metering Agreement;
- (g) the Measurement Equipment at the Lisburn Offtake Point is owned and validated by GNI (UK). PTL reads such Measurement Equipment in accordance with the SOA;
- (h) the Measurement Equipment at the Ten Towns Offtake Points is owned, read and validated by GNI (UK);
- (i) the Measurement Equipment at the West Offtake Points is owned, read and validated by WTL<sub>i</sub>;
- (j) the Measurement Equipment at the ROI System Exit Point is owned, read and validated by GNI which provides measurement information to GNI (UK).

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*Insert new section 1.13 as shown below*

### **1.13 ROI System Exit Point**

1.13.1 Under the Use of System Agreement, GNI (UK) makes capacity available to GNI for the purposes of transportation of gas from the South North IP Entry Point to the ROI System Exit Point. The Use of System Agreement and the capacity made available pursuant to it are not subject to the terms of this Code. Accordingly:

- (a) gas transported under the Use of System Agreement is not transported pursuant to this Code;
- (b) title to gas in respect of the ROI System Exit Point is addressed under the Use of System Agreement;
- (c) quantities of gas delivered to the ROI System Exit Point under the Use of System Agreement are accounted for between GNI (UK) and GNI under the OBA in respect of the South North Interconnection Point;
- (d) the applicable charges payable by GNI in relation to the Use of System Agreement are determined pursuant to condition 2.2.16 of the GNI (UK) Licence and payments to/from GNI are not included in the PoT Account;
- (e) GNI is not a party to the Code and for the avoidance of doubt is not classified as a Shipper under the Code;
- (f) GNI is not required to pay PS Code Charges, make nominations or apply for or hold capacity under the Code;
- (g) Emergencies at the ROI System Exit Point are addressed in the Use of System Agreement and section 26 of this Code.

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*Amend section 26 to read as follows:*

## **26.1 Introduction and Definitions**

26.1.1 This section 26 sets out the supplemental provisions which apply in relation to the section of the GNI (UK) System which is physically located in the Republic of Ireland and extends from Northern Ireland to the South North Interconnection Point (the “**South Section**”).

26.1.2 For the avoidance of doubt, for the purposes of this Code:

- (a) the South Section forms a part of the GNI (UK) System under this Code;
- (b) the ROI System Exit Point is located on the South Section; and
- ~~(cb)~~ the Individual Transporter with operational responsibility for the South Section is GNI (UK).

26.1.3 In this section 26:

- (a) “**CRU Transmission Licence**” means the gas transmission licence issued to GNI (UK) from time to time by the CRU with respect to the operation of the South Section;
- (b) “**Commission for Regulation of Utilities**” or “**CRU**” means the body established pursuant to Section 8 of the electricity regulation act 1999 of the Republic of Ireland as amended from time to time and having responsibility for, inter alia, regulation of gas in the Republic of Ireland or other such body as may have such responsibility from time to time;
- (c) “**National Gas Emergency Manager**” or “**NGEM**” means the party designated as such in respect of the Republic of Ireland pursuant to the provisions of Section 19(b) of the Gas (Interim) (Regulation) Act 2002 (as amended) of the Republic of Ireland;
- (d) “**Natural Gas Emergency Plan**” or “**NGEP**” means the plan published as such pursuant to the Gas (Interim) (Regulation) Act 2002 of the Republic of Ireland;
- (e) “**ROI Shipping Licence**” means a licence to ship gas issued by the CRU pursuant to the provisions of the Gas (Interim) (Regulation) Act 2002 (Ireland) as amended from time to time;
- (f) “**South Section Shipper**” means a Shipper which has an IP Registration in respect of the South North Interconnection Point;
- (g) “**Joint Emergency Procedures**” means procedures relating to emergencies agreed from time to time between the NINEC and NGEM.

26.1.4 It is acknowledged that GNI (UK) must comply with the CRU Transmission Licence.

26.1.5 It is acknowledged that each South Section Shipper must hold an ROI Shipping Licence and comply with it.

26.1.6 At the ROI System Exit Point:

- (a) the offtake of gas from the NI Network is governed under the Use of System Agreement in accordance with section 1.13;
- (b) there is no requirement for Registration;
- (c) there is no South Section Shipper under this Code.

**26.2 Additional Requirements for Registration at South North Interconnection Point**

26.2.1 In addition to the requirements of section 22.4 of this Code a Shipper or Prospective Shipper wishing to make an application for an IP Registration at South North Interconnection Point must submit evidence that the Shipper or Prospective Shipper holds an ROI Shipping Licence to the Transporter.

**26.3 Additional Provisions for Emergencies in respect of the South Section**

26.3.1 Where the Transporter determines that an Emergency declared in accordance with section 10.8 of this Code (and without prejudice to section 10.17 of this Code and any emergency procedures referred to therein) affects the South Section (including, for the avoidance of doubt, the ROI System Exit Point and the South North Interconnection Point) the Transporter shall notify the NGEM of such Emergency.

26.3.2 The Transporter shall for the purposes of this Code and without limiting any other rights or entitlements of the Transporter with respect to Emergencies determine that an Emergency exists in respect of the South Section in accordance with the lawful directions of the NGEM and the NGEP.

26.3.3 For the avoidance of doubt the Transporter and each South Section Shipper shall comply with the lawful directions of the NGEM:

- (a) where an Emergency is declared in accordance with the instructions and / or directions of the NGEM; and / or
- (b) where an Emergency affects the South Section; and / or
- (c) to avoid or reduce the risk of an Emergency affecting the South Section.

26.3.4 Where the Transporter notifies Emergency Steps in respect of the South Section pursuant to section 10.9 of this Code the Transporter shall act in accordance with the directions or instructions of the NGEM and in accordance with the NGEP (where applicable).

26.3.5 In addition to where otherwise required by the Transporter a South Section Shipper shall also take Emergency Steps (where applicable) notified by the Transporter pursuant to a direction of the NGEM (which may be communicated through the Transporter).

- 26.3.6 It is acknowledged that an Emergency affecting the South Section may also affect other parts of the NI Network (and vice versa) and the Transporter and South Section Shippers shall use reasonable endeavours to implement both the directions of NGEM and NINEC to the extent reasonably practicable, it being acknowledged that:
- (a) NINEC has statutory responsibility in respect of emergencies affecting the NI Network (excluding the South Section);
  - (b) NGEM has statutory responsibility in respect of emergencies affecting the South Section;
  - (c) the Transporter and each South Section Shipper must comply with the directions of the NGEM and act in accordance with the NGEP in relation to the South Section; and
  - (d) the Transporter and each South Section Shipper must comply with the ~~Joint Emergency Procedures~~, which will be agreed from time to time between the NINEC and NGEM.
- 26.3.7 Any act or omission by the Transporter and/or any South Section Shipper taken pursuant to the instructions of the NGEM or in accordance with the NGEP shall not constitute a breach of any other provision of this Code.

## 26.4 Non-Compliant Gas

- 26.4.1 For the avoidance of doubt, if at any point gas which is delivered or tendered for delivery at the South North IP Entry Point is Non-Compliant Gas the Transporter, at its discretion, may until such time as the gas is delivered or tendered for delivery complies with the Gas Specification:
- (a) refuse to accept or take any such action as it considers appropriate to prevent delivery or continued delivery of all or any part of such Non-Compliant Gas; or
  - (b) subject to any Legal Requirement accept delivery of all or part of such Non-Compliant Gas.

## 26.5 Termination and Suspension where a South Section Shipper ceases to hold an ROI Licence

- 26.5.1 Without prejudice to any other rights of the Transporter (including the right to declare a Termination Default in accordance with section 21.2 of this Code and/or the right to issue a Termination Notice) if a South Section Shipper is in breach of this section 26 or ceases to hold an ROI Shipping Licence, the Transporter may:
- (a) by notice in writing ("**Suspension Notice (South Section)**") to the South Section Shipper suspend or limit any right or rights of the South Section Shipper in respect of transportation of gas on the South Section including the South Section Shipper's right to submit applications for IP Capacity at the South North IP Entry Point or the South North IP VRF Exit Point, the South Section Shipper's rights to submit Nominations and/or Renominations at or in respect of the South North IP Entry Point and/or the South North VRF IP Exit Point or propose Capacity Trades at the South North IP Entry Point, in each case as identified in the Suspension Notice (South Section); and/or

- (b) suspend or limit the right of the South Section Shipper to tender gas for delivery to or offtake gas from the NI Network at the South North IP Entry Point or South North IP VRF Exit Point;

and where a South Section Shipper's right to submit Nominations is suspended, any Nominations which the South Section Shipper submits shall be rejected.

26.5.2 Any Suspension Notice (South Section) given in accordance with section 1.5.1 of this section 26 shall have immediate effect upon issue or shall have effect from such time as may be specified in the Suspension Notice (South Section) subject in each case to the instruction of the CRU in consultation with the Authority.

26.5.3 The Transporter shall if the Transporter is provided with reasonable evidence that the South Section Shipper has obtained an ROI Shipping Licence; or where the Transporter is reasonably satisfied that the South Section Shipper has taken or is taking such action as is appropriate to procure an ROI Shipping Licence either;

- (a) limit the effect of the Suspension Notice (South Section); or
- (b) by notice to the South Section Shipper (the "**Suspension Cancellation Notice**") cancel the Suspension Notice (South Section);

and any such Suspension Cancellation Notice shall have immediate effect upon issue or shall have such effect from such time as may be specified in the Suspension Cancellation Notice;

26.5.4 The Transporter shall not issue a Suspension Cancellation Notice unless:

- (a) the South Section Shipper has provided to the Transporter evidence that the South Section Shipper has obtained the relevant ROI Shipping Licence; or
- (b) with the consent of the CRU in consultation with the Authority.

## 26.6 **Status and Priority of this section**

This section 26 is supplemental to and not in substitution for any other provisions of this Code. Where the Transporter or a South Section Shipper (as the case may be) takes, or omits to take, any action in accordance with this section 26 the Transporter or the South Section Shipper (as the case may be) shall not thereby be in breach of any other provision of this Code.

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### ***Defined terms - to be added to Appendix 1: Definitions and Interpretation***

<b>"Use of System Agreement"</b>	means the agreement between GNI (UK) and GNI regarding use of the NI Network for the transportation of gas to the ROI System Exit Point.
<b>"ROI System Exit Point"</b>	has the meaning given in section 1.8.3(k);
<b>"Haynestown Offtake Point"</b>	has the meaning given in section 1.8.3(l);

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**Modify the existing Defined Terms in Appendix 1 to read as follows:**

**“ROI System”** is the transportation system of the Republic of Ireland which is connected to the NI Network at the South North Interconnection Point and the ROI System Exit Point.

**“Northern Ireland Network Emergency Co-ordinator”**  
“NINEC” has the meaning given to it in the Gas Safety (Management) Regulations (NI) 1997;

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*Modify Appendix 2 to read as shown below. (Please note that Proposed Modification No.9 also proposes separate changes to Appendix 2 which are not shown here. Please refer to Initial Modification Report No.9 for details of those changes)*

## APPENDIX 2

### SUMMARY TABLE OF NI NETWORK POINTS

*This appendix 2 is provided for reference only. Should there be any discrepancy between this appendix 2 and the provisions of the Code, the Code provisions shall prevail.*

<b>Specific NI Network Point</b>	<b>Type of Point</b>	<b>Point Comprised in: (where applicable)</b>	<b>Relevant Transporter</b>	<b>Relevant DNO (where applicable)</b>	<b>Relevant Adjacent Transporter (where applicable)</b>
Moffat Interconnection Point	Interconnection Point	-	PTL	-	National Grid
Moffat IP Entry Point	IP Entry Point	Moffat Interconnection Point	PTL	-	National Grid
Moffat VRF IP Exit Point	VRF IP Exit Point	Moffat Interconnection Point	PTL	-	National Grid
South North Interconnection Point	Interconnection Point	-	GNI (UK)	-	<del>Gas Networks Ireland</del> GNI
South North IP Entry Point	IP Entry Point	South North Interconnection Point	GNI (UK)	-	<del>Gas Networks Ireland</del> GNI
South North VRF IP Exit Point	VRF IP Exit Point	South North Interconnection Point	GNI (UK)	-	<del>Gas Networks Ireland</del> GNI
Ballylumford Exit Point	Power Station Exit Point	-	PTL	-	-
Coolkeeragh Exit Point	Power Station Exit Point	-	GNI (UK)	-	-

Belfast Exit Point	DN Exit Point	-	As per Offtake Points	As per Offtake Points	-
BGTL Belfast Offtake Points	Offtake Points	Belfast Exit Point	BGTL	Phoenix	-
Lisburn Offtake Point	Offtake Point	Belfast Exit Point	GNI (UK)	Phoenix	-
Ten Towns Exit Point	DN Exit Point	-	As per Offtake Points	As per Offtake Points	-
Ten Towns Offtake Points	Offtake Points	Ten Towns Exit Point	GNI (UK)	Firmus	-
West Exit Point	DN Exit Point	-	As per Offtake Points	As per Offtake Points	-
West Offtake Points	Offtake Points	West Exit Point	WTL	SGN NG	-
Stranraer Exit Point	Stranraer Exit Point	-	PTL	*	-
<u>ROI System Exit Point</u>	<u>Exit Point</u>	-	<u>GNI (UK)</u>	-	-
<u>Haynestown Offtake Point</u>	<u>Offtake Point</u>	<u>ROI System Exit Point</u>	<u>GNI (UK)</u>	-	-

\*SGN is the Stranraer Distribution Network Operator, but there is no Relevant DNO for Stranraer because the functions of a Relevant DNO are not applicable for Stranraer. Please see Code section 1.12 for the details.

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 Modify Appendix 4 to read as follows:

#### APPENDIX 4

#### EXIT POINT INFORMATION

##### Pressures, Offtake Rates and Maintenance Days at specific Exit Points

	Minimum Pressure (section 13.3)	Maximum Offtake Rate (section 13.2)	Ramp Rate (section 13.2)	Maximum Maintenance Days (section 15)	End User
Ballylumford Exit Point	12 bar	3,580,000 kWh/hour	87,000 kWh/min for up to 39 minutes  182,000 kWh/min for up to 2 minutes	15*	<u>AES</u> <u>EP</u> Ballylumford Limited

			3,540,000 kWh/min for up to 10 seconds**		
Coolkeeragh Exit Point	12 bar	782,000 kWh/hour	30,000 kWh/min	5 plus any additional days specified in an Ancillary Agreement	ESB
Stranraer Exit Point	12 bar	150,000 kWh/hour	8,440 kWh/min	5 plus any additional days specified in an Ancillary Agreement	SGN
Belfast Exit Point	12 bar	3,580,000 kWh/hour	33,760 kWh/min	5 plus any additional days specified in an Ancillary Agreement	Phoenix suppliers
Ten Towns Exit Point	12 bar	2,283,000 kWh/hour	30,000 kWh/min	5 plus any additional days specified in an Ancillary Agreement	Firmus suppliers
West Exit Point	12 bar	913,000 kWh/hour	30,000 kWh/min***	15	SGN NG suppliers
<u>ROI System Exit Point</u>	<u>12 bar</u>	<u>314,300 kWh/hour</u>	<u>30,000 kWh/min</u>	<u>Addressed in the Use of System Agreement</u>	<u>GNI</u>

\* To be 20 Maintenance Days in any Gas Year in which PTL or GNI (UK) install compression on their respective systems. Furthermore, any Maintenance Days shall be consecutive.

\*\* This equates to a spinning reserve of 21,000 therms at Ballylumford Power Station.

\*\*\* Indicative Figure pending completion of the West Transmission System.