

Initial Modification Report No.20

Introduction of the Carrakeel Exit Point

28th June 2024

Please find below Initial Modification Report No.20 to the NI Network Gas Transmission Code raised by the Transporter, as required under sections A2 and A3 of the Code Modification Rules.

A Description of the nature and purpose of the modification

This proposal is being made to introduce a new Exit Point into the NI Network Gas Transmission Code. The point is for a new Industrial and Commercial consumer. This is the first time this type of connection has been made to the gas transmission system in NI. This Proposed Modification simply introduces the type of point, and the specific point itself, confirms that it will be treated in the same way as other Exit Points under the existing Code rules and clarifies the default priority order for the Transporter taking action, in the event of a constraint. There is no requirement for any new processes or procedures specific to I&C Exit Points. Further detail of the specific changes is provided in section G below.

B How the modification better facilitates the relevant objective

The Relevant Objective, (condition 2.4 of the Transporter Licences) will be better facilitated by the NI Network Gas Transmission Code as a result of the proposed changes. This change will support the economic and efficient operation of the network by ensuring that the code is maintained to be as accurate and up to date as possible and is capable of accommodating industrial and commercial loads connected to the transmission system.

C The clauses of the NI Network Gas Transmission Code that require amendment

This proposal will make minor amendments to various sections of the Code, as listed in section G below.

D 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 concluded as follows:

Operation of the networks of the Designated Pipeline Operators (DPOs)

No Impact

Adjacent Transporters

No Impact

Relevant NI Agreements

No Impact

E The date proposed for implementation

The Transporter proposes that these arrangements should come into effect from the date of approval of this Proposed Modification by the Authority.

F How to Respond

Please send responses no later than 30th July 2024 by email to:
shippercommunications@gmo-ni.com

G Table of Modifications

The following table sets out the changes contained in this Proposed Modification:

Section Refs	Change
1.8	Inclusion of new type of I&C point and the specific Carrakeel Exit Point and confirmation of the Relevant Transporter
1.10	Specifying the arrangements for Measurement Equipment
6.8	Inclusion of I&C Nominations in line with the structure of the Nominations section
6.10	Inclusion of I&C Nominated Quantities term
7.5	Inclusion of the rules for allocations at I&C Exit Points, and adjustment of section numbering and titles for improved consistency within section 7
7.6	Adjustment of section numbering for improved consistency
7.9	Inclusion of I&C Exit Allocations within the calculation of the Aggregate NI Exit Allocation for each Shipper
8.4	Inclusion of the calculations for the application of Scheduling Charges to I&C Exit Points
10.1	Inclusion of I&C related defined terms
10.3.6	Setting out the default sequence for the order in which Revised Exit Nominations or Flow Orders would be requested in the event of a System Constraint, whilst noting that the Transporter retains the absolute discretion to take steps in any order as it sees fit in the circumstances.
10.4	Inclusion of provisions to allow for the issuing of requests for Revised I&C Exit Nominations and for issuing Flow Orders to I&C Exit Points. These allow for Revised I&C Nominations and Flow Orders to I&C Exit Points to be requested in any sequence. There is also a correction of an erroneous cross reference in section 10.4.2.
13.1	Addition of provisions to make it clear that the Transporter will require real time access to Exit Point metering information for Exit Points from the transmission network
14.5.3	Inclusion of provisions to allow for the correction of meter errors at I&C Exit Points
Appendix 1	Additions and amendments to Definitions to address new sections and amended numbering and correct an erroneous definition for Initial Exit Allocation
Appendices 2 and 4	Inclusion of Carrakeel details in the technical tables

Section H: Proposed Code Text

1. INTRODUCTION TO THE CODE AND THE NI NETWORK

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Amend section 1.8 to read as follows:

1.8 Points of exit from the NI Network

1.8.1 Gas may be physically offtaken from the NI Network at Exit Points (and Offtake Points where applicable) for onward distribution to gas consumers or directly for power station consumption.

Types of Exit Points

1.8.2 In this Code:

- (a) an “**Exit Point**” means a DN Exit Point, Stranraer Exit Point, a Power Station Exit Point, an I&C 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) an “**I&C Exit Point**” means an exit point at which gas is offtaken by Shippers for the purposes of supplying gas to an Industrial or Commercial premises, and “**I&C Exit Points**” shall be construed accordingly;
- ~~(e)~~ “**Offtake Point**” means the Lisburn Offtake Point, the BGTL Belfast Offtake Points, the Ten Towns Offtake Points, 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 Phoenix 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 Phoenix 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 Evolve 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) **“Kilroot Exit Point”** is the Power Station Exit Point at Kilroot;
- (l) **“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;
- (m) **“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.
- (n) **“Carrakeel Exit Point”** is the I&C Exit Point at Carrakeel;

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;
 - (i) the Ten Towns Exit Point comprises the Ten Towns Offtake Points;
 - (ii) the West Exit Point comprises the West Offtake Points;
 - (iii) 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;
- (a) 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

(b) 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 Evolve;
- (e) at Ballylumford Exit Point the Relevant Transporter is PTL;
- (f) at Coolkeeragh Exit Point the Relevant Transporter is GNI (UK);
- (g) at Kilroot Exit Point the Relevant Transporter is BGTL;
- (h) at Stranraer Exit Point the Relevant Transporter is PTL;
- (i) at ROI System Exit Point the Relevant Transporter is GNI (UK);
- (j) at Carrakeel Exit Point the Relevant Transporter is GNI (UK).:-

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 Amend section 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 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 Kilroot Exit Point is owned and validated by EPNIE. BGTL reads such Measurement Equipment in accordance with the relevant Network Exit Agreement in respect of Kilroot Exit Point;
- (g) 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;
- (h) 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;
- (i) the Measurement Equipment at the Ten Towns Offtake Points is owned, read and validated by GNI (UK);
- (j) the Measurement Equipment at the West Offtake Points is owned, read and validated by WTL;
- (k) the Measurement Equipment at the ROI System Exit Point is owned, read and validated by GNI which provides measurement information to GNI (UK);
- (l) the Measurement Equipment at the Carrakeel Exit Point is owned, read and validated by the parent company of the End User at the Carrakeel Exit Point.

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6. NOMINATIONS

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Amend section 6.8 to read as follows

6.8 Exit Nominations - General

6.8.1 A Shipper may submit Nominations in respect of a particular Exit Point provided that it has an Exit Point Registration in respect of that Exit Point.

6.8.2 In this Code:

- (a) an “**Exit Nomination**” is a Nomination in respect of an Exit Point;
- (b) an “**Exit Renomination**” means an Exit Nomination that revises an earlier Exit Nomination (including an Exit Renomination).

6.8.3 Under this Code, an Exit Nomination may be submitted in respect of:

- (a) Stranraer Exit Point;
- (b) Ballylumford Exit Point;
- (c) Belfast Exit Point;
- (d) Coolkeeragh Exit Point;
- (e) Ten Towns Exit Point;
- (f) West Exit Point;
- (g) Kilroot Exit Point;

(h) Carrakeel Exit Point;

and, for the avoidance of doubt:

- (i) Exit Nominations in respect of Belfast Exit Point shall include quantities of gas which may exit the NI Network at the Lisburn Offtake Point and the BGTL Belfast Offtake Points;
- (ii) Exit Nominations in respect of West Exit Point shall include quantities of gas which may exit the NI Network at any or all of the West Offtake Points;
- (iii) Exit Nominations in respect of Ten Towns Exit Point shall include quantities of gas which may exit the NI Network at any or all of the Ten Towns Offtake Points; and
- (iv) accordingly, separate Nominations in respect of Lisburn Offtake Point, BGTL Belfast Offtake Points, West Offtake Points or Ten Town Offtake Points may not be submitted.

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Amend section 6.10 to read as follows

6.10 Exit Nomination Quantities and Exit Nominated Quantities

6.10.1 In this Code:

- (a) the “**Exit Nomination Quantity**” is the quantity nominated by a Shipper for offtake at an Exit Point in a particular Exit Nomination or Exit Renomination;
- (b) the “**Exit Nominated Quantity**” is the Confirmed Exit Nomination Quantity (determined in accordance with section 6.11.4) in each of a Shipper’s Exit Nominations or Exit Renominations prevailing at the end of the Gas Flow Day and may be either a DN Exit Nominated Quantity, an I&C Exit Nominated Quantity or a Power Station Exit Nominated Quantity;
- (c) the “**DN Exit Nominated Quantity**” is the Confirmed Exit Nomination Quantity (determined in accordance with section 6.11.4) in each of a Shipper’s Exit Nominations or Exit Renominations in respect of a given DN Exit Point;

(d) the “**Power Station Exit Nominated Quantity**” is the Confirmed Exit Nomination Quantity (determined in accordance with section 6.11.4) in each of a Shipper’s Exit Nominations or Exit Renominations in respect of a given Power Station Exit Point;

(e) the “**I&C Exit Nominated Quantity**” is the Confirmed Exit Nomination Quantity (determined in accordance with section 6.11.4) in each of a Shipper’s Exit Nominations or Exit Renominations in respect of a given I&C Exit Point.

6.10.2 Subject always to section 13.2, to the extent only that there is an instantaneous loss of electrical generation infeed in Northern Ireland or the Republic of Ireland or significant disturbance on the electrical transmission system (which is an electrical transmission system operating equal to or above 110 kVA) in Northern Ireland, including the Moyle interconnector, or the Republic of Ireland which gives rise to a need for any power station connected to the NI Network to ramp-up its offtake rate:

- (a) any Shipper nominating in respect of a Power Station Exit Point shall be relieved of any obligation it has under this Code to provide an Exit Nomination or an Exit Renomination in advance of such ramp-up; and
- (b) in the case of any such ramp-up occurring after 02:00 hours on any Day (but not otherwise), any Imbalance Charge which any Shipper nominating in respect of a Power Station Exit Point shall incur in respect of such Day shall be a Modified Imbalance Charge;

provided that in the case of (a) and/or (b) above such Shipper shall (i) nominate appropriately as soon as practicable after such ramp-up occurring; and (ii) provide reasonable evidence to the Authority and the Transporter of why such need to ramp-up arose within 24 hours of such ramp-up occurring.

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7. ALLOCATIONS

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Amend sections 7.5 to 7.7 to read as follows

7.5 Exit Allocations

7.5.1 In this Code an “**Exit Allocation**” is the quantity of gas allocated to a Shipper by the Transporter in respect of a Gas Flow Day and an Exit Point, in accordance with this section 7, pursuant to a Shipper’s Exit Nomination.

Determination of Power Station Exit Allocations

7.5.2 In respect of each Power Station Exit Point, the Transporter shall allocate the Exit Quantity at the Power Station Exit Point among the Shippers who have submitted Exit Nominations in respect of that Exit Point for a Gas Flow Day and provide an initial Exit Allocation by the end of D+1 (“**Initial Power Station Exit Allocation**”).

7.5.3 Each Initial Power Station Exit Allocation shall become a final Power Station Exit Allocation, (a “**Final Power Station Exit Allocation**”) subject to sections 7.5.5 and 14.5, at 16:00 on D+5.

- 7.5.4 Final Power Station Exit Allocations shall, subject to section 14 (*Measurement and Testing*), be binding upon a Shipper.
- 7.5.5 An Initial Power Station Exit Allocation is subject to any adjustment which the Transporter reasonably determines is necessary in order to correct any error made in the application of section 7.5.2 of this Code.

Determination of Exit Allocations at an I&C Exit Point

- 7.5.6 In respect of an I&C Exit Point, the Transporter shall allocate the Exit Quantity at the I&C Exit Point among the Shippers who have submitted Exit Nominations in respect of that I&C Exit Point for a Gas Flow Day and provide an initial Exit Allocation by the end of D+1 (“**Initial I&C Exit Allocation**”).
- 7.5.7 Each Initial I&C Exit Allocation shall become a final I&C Exit Allocation, (a “**Final I&C Exit Allocation**”) subject to sections 7.5.9 and 14.5, at 16:00 on D+5.
- 7.5.8 Final I&C Exit Allocations shall, subject to section 14 (*Measurement and Testing*), be binding upon a Shipper.
- 7.5.9 An Initial I&C Exit Allocation is subject to any adjustment which the Transporter reasonably determines is necessary in order to correct any error made in the application of section 7.5.6 of this Code.

Determination of DN Exit Allocations

7.6 — DN Exit Allocations

- ~~7.6.45.10~~ Under the Aggregate Balancing Arrangements the Transporter deems a Shipper’s Exit Allocation at a DN Exit Point to be equal to the DN Exit Allocation provided by the Relevant DNO pursuant to the Information Sharing Agreement as set out in section 5.
- ~~7.6.25.11~~ Under this Code the Transporter shall treat a Shipper’s DN Exit Allocation at a DN Exit Point provided by the Relevant DNO as:
- (a) an “**Initial DN Exit Allocation**” at D+1;
 - (b) a “**Final DN Exit Allocation**” at M+10.
- ~~7.6.35.12~~ A Shipper’s Final DN Exit Allocation is included in the Shipper’s Aggregate NI Exit Allocations in accordance with section 7.9 and accordingly in the determination of the Shipper’s Aggregate NI Imbalance in accordance with section 8 and shall be binding upon a Shipper

7.6 — Determination of Adjusted T-DN Exit Allocations

- 7.6.41 For the purposes of determining commodity charges under section 17.5.2(a)(ix) the Transporter shall determine a Shipper’s “**Adjusted T-DN Exit Allocation**” at a DN Exit Point as shown below:

$$\text{Adjusted T-DN Exit Allocation} = \text{DN Exit Quantity} \times \frac{\text{Final TDQD for the Shipper}}{\sum \text{Final TDQD for all Shippers}}$$

where “**DN Exit Quantity**” means the Exit Quantity at the DN Exit Point determined by the Transporter with reference to Measurement Equipment in accordance with section 14.

7.6.52 Under this Code the Transporter shall treat a Shipper’s Adjusted T-DN Exit Allocation as:

- (a) an “**Initial Adjusted T-DN Exit Allocation**” at D+1;
- (b) a “**Final Adjusted T-DN Exit Allocation**” at M+10.

7.6.63 For the avoidance of doubt, a Shipper’s Adjusted T-DN Exit Allocation is not included in a Shipper’s Aggregate NI Exit Allocation in accordance with section 7.9 nor in a Shipper’s Aggregate NI Imbalance under section 8.

7.6.74 Final Adjusted T-DN Exit Allocations shall be binding upon a Shipper.

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 Amend section 7.9 to read as follows

7.9 Aggregate NI Exit Allocations

7.9.1 In respect of a Gas Flow Day, the Transporter shall determine a Shipper’s Aggregate NI Exit Allocation in accordance with this section 7.9.

7.9.2 A Shipper’s “**Aggregate NI Exit Allocation**” in respect of a Gas Flow Day (including for the avoidance of doubt, the Aggregate NI Exit Allocation of the Stranraer Shipper) shall be determined as:

Aggregate NI Exit Allocation_D = \sum Final Power Station Exit Allocations_D + \sum Final I&C Exit Allocations_D + \sum Final DN Exit Allocations_D + \sum Final VRF IP Exit Allocations_D + \sum Trade Sell Allocations_D

where:

\sum Final Power Station Exit Allocations_D means the sum of a Shipper’s Final Power Station Exit Allocations at each Power Station Exit Point in respect of the Gas Flow Day;

\sum Final I&C Exit Allocations_D means the sum of a Shipper’s Final I&C Exit Allocations at each I&C Exit Point in respect of the Gas Flow Day;

\sum Final DN Exit Allocations_D means the sum of a Shipper’s Final DN Exit Allocations at each DN Exit Point in respect of the Gas Flow Day;

\sum Final VRF IP Exit Allocations_D means the sum of a Shipper’s NI Network Final VRF IP Exit Allocations in respect of the Gas Flow Day; and

\sum Trade Sell Allocations_D means the sum of a Shipper’s Trade Sell Allocations in respect of the Gas Flow Day determined in accordance with section 7.10.4(b).

7.9.3 The Transporter will provide a Shipper with its:

- (a) “**Initial Aggregate NI Exit Allocation**” by D+5; and

(b) **“Final Aggregate NI Exit Allocation”** by the end of M+10.

8. BALANCING AND SCHEDULING CHARGES

Amend section 8.4 to read as follows:

8.4 Scheduling Charges

8.4.1 Scheduling Charges shall be calculated by the Transporter, in accordance with this section 8.4.

8.4.2 A scheduling charge (a "**Scheduling Charge**") may be payable by a Shipper in respect of each DN Exit Point, each I&C Exit Point and each Power Station Exit Point (but not at VRF IP Exit Points) as set out below.

8.4.3 For each Gas Flow Day D, in respect of an Exit Point, a Shipper's "**Scheduling Difference**" shall be determined as follows:

in respect of a DN Exit Point:

$$SD_{DN\ Exit\ Point} = | Final\ TDQD - DN\ Exit\ Nominated\ Quantity |$$

and in respect of an I&C Exit Point:

$$SD_{ICEP} = | Final\ I\&C\ Exit\ Allocation - I\&C\ Exit\ Nominated\ Quantity |$$

and

in respect of a Power Station Exit Point:

$$SD_{PSEP} = | Final\ Power\ Station\ Exit\ Allocation - Power\ Station\ Exit\ Nominated\ Quantity |$$

where:

$SD_{DN\ Exit\ Point}$ means the Scheduling Difference in respect of a given DN Exit Point;

SD_{ICEP} means the Scheduling Difference in respect of a given I&C Exit Point;

and

SD_{PSEP} means the Scheduling Difference in respect of a given Power Station Exit Point.

8.4.4 For each Gas Flow Day D, in respect of each Exit Point for each Shipper a "**Scheduling Tolerance Percentage**" or "**STP**" shall be determined, expressed as a percentage, as:

$$STP_{Exit\ Point}\ (as\ a\ \%) = \frac{100}{TC_{vm}} \times (a+b+c+d)$$

where:

- a = $C_{vm} \times C_f$ for Un1;
- b = $C_{vm} \times C_f$ for Un2;
- c = $C_{vm} \times C_f$ for Un3;
- d = $C_{vm} \times C_f$ for Un4;
- C_{vm} = the maximum quantity in kWh/d which may reasonably be required to supply all of the Shippers demand in the relevant Downstream Load Category at the Exit Point on a Gas Flow Day D as set out in the relevant Downstream Load Statement;
- TC_{vm} = aggregate of each C_{vm} of each Downstream Load Category;
- Un = the number identifying the Downstream Load Category listed in column (1) of the table below; and
- C_f = Downstream Load Category weighting factor listed in column (3) of the table below.

Scheduling Tolerance Table

(1)	(2)	(3)
Number identifying Downstream Load Category (Un)	Downstream load category	Downstream Load Category weighting (C _f)
1	Power generation consumers	3%
2	Downstream consumers whose loads are greater than or equal to 1,465,416,000 kWh/annum and are not power generation consumers	3%
3	Downstream consumers whose loads are greater than or equal to 2,196,000 kWh/annum but less than 1,465,416,000 kWh/annum (generally classified in a DNO's distribution network code as daily metered consumers)	10%
4	Downstream consumers whose loads are less than 2,196,000 kWh/annum (generally classified in a DNO's distribution network code as non-daily metered consumers)	20%

8.4.5 For any Gas Flow Day D in respect of a given Exit Point, a Shipper’s “**Scheduling Tolerance Quantity**” shall be determined by multiplying the relevant STP for the Exit Point by the relevant Final Exit Allocation as follows:

in respect of a given DN Exit Point:

$$STQ_{DN\ Exit\ Point} = STP_{Exit\ Point} \times Final\ TDQD$$

_____ and

_____ in respect of a given I&C Exit Point:

$$STQ_{ICEP} = STP_{Exit\ Point} \times Final\ I\&C\ Exit\ Allocation$$

_____ and in respect of a given Power Station Exit Point:

$$STQ_{PSEP} = STP_{Exit\ Point} \times Final\ Power\ Station\ Exit\ Allocation$$

where:

$STQ_{DN\ Exit\ Point}$ is the Scheduling Tolerance Quantity in respect of a given DN Exit Point;

_____ and

_____ STQ_{ICEP} is the Scheduling Tolerance Quantity in respect of a given I&C Exit Point;

_____ and

STQ_{PSEP} is the Scheduling Tolerance Quantity in respect of a given Power Station Exit Point.

8.4.6 For any Gas Flow Day D, a Shipper’s Scheduling Charge shall be determined as follows:

in respect of a given DN Exit Point:

$$Scheduling\ Charge = (SD_{DN\ Exit\ Point} - STQ_{DN\ Exit\ Point}) \times (5\% \times Daily\ Gas\ Price)$$

_____ and in respect of a given I&C Exit Point:

$$Scheduling\ Charge = (SD_{ICEP} - STQ_{ICEP}) \times (5\% \times Daily\ Gas\ Price)$$

_____ and in respect of a given Power Station Exit Point:

$$Scheduling\ Charge = (SD_{PSEP} - STQ_{PSEP}) \times (5\% \times Daily\ Gas\ Price)$$

8.4.7 The “**Total Scheduling Charge**” payable by a Shipper in respect of a Gas Flow Day shall be the sum of its’ Scheduling Charges at all Exit Points.

8.4.8 For the avoidance of doubt, Scheduling Charges shall not be payable by a Shipper in respect of its STQ.

10. SYSTEM CONSTRAINTS, EXCEPTIONAL EVENTS AND EMERGENCIES

Amend sections 10.1 to 10.4 to read as follows:

10.1 Introduction and Definitions

10.1.1 This section 10 relates to the declaration of System Constraints, Exceptional Events and Emergencies in respect of the NI Network.

10.1.2 For the purposes of this Code:

- (a) **“System Capability”** means the capability of the NI Network to receive and/or deliver gas as determined by the Transporter in respect of any given Gas Flow Day or Gas Flow Days;
- (b) **“System Constraint”** means an event whereby the anticipated or actual flow of gas on the NI Network exceeds the System Capability, including but not limited to:
 - (i) a Reduced Capacity Day;
 - (ii) a Reduced Profile Day;
 - (iii) an Excess Exit Nominations Day; and
 - (iv) an Excess Entry Nominations Day;
- (c) **“Reduced Capacity Day”** means a Gas Flow Day where the System Capability is reduced such that the amount of IP Capacity at an Interconnection Point, the Non-IP Entry Capacity at a Non-IP Entry Point and/or Exit Capacity at one or more Exit Points is lower than normal for any reason;
- (d) **“Reduced Profile Day”** means a Gas Flow Day where the ability of the Transporter to accept Profile Nominations is reduced for any reason;
- (e) **“Excess Exit Nominations Day”** means a Gas Flow Day where the Exit Nominations and Exit Renominations and/or the Profile Nominations in respect of that Gas Flow Day exceed the System Capability on that Gas Flow Day or in any hour on that Gas Flow Day where there is no operational constraint in respect of the NI Network;
- (f) **“Excess Entry Nominations Day”** means a Gas Flow Day where the IP Entry Nominations in respect of that Gas Flow Day exceed the System Capability on that Gas Flow Day or in any hours on that Gas Flow Day where there is no operational constraint in respect of the NI Network;
- (g) **“Exceptional Event”** means any unplanned event that may cause, for a limited period, capacity reductions affecting the quantity or quality of gas at an Exit Point, Entry Point and/or Interconnection Point, including but not limited to a Reduced

Capacity Day, Reduced Profile Day, an Excess Exit Nominations Day and an Excess Entry Nominations Day and where section 6.7.14 applies;

- (h) **“Flow Order”** means an order issued by the Transporter to Shippers in relation to a System Constraint or Exceptional Event instructing those Shippers in accordance with this section 10, or an order modifying an earlier such order;
- (i) **“Power Station Nominations”** means Nominations and Renominations in respect of Power Station Exit Points;
- (j) **“DN Exit Point Nominations”** means Nominations and Renominations in respect of DN Exit Points;

(k) **“I&C Exit Nominations”** means Nominations and Renominations in respect of I&C Exit Points;

~~(k)~~(l) **“Revised Power Station Nominations”** means Nominations in respect of Power Station Exit Points which have been revised and submitted by Shippers in response to a request to SONI from the Transporter made pursuant to this section 10 to avert a System Constraint;

(m) **“Revised DN Exit Point Nominations”** means Nominations in respect of DN Exit Points which have been revised and submitted by Shippers in response to a request from the Transporter made pursuant to this section 10 to avert a System Constraint;

~~(n)~~(n) **“Revised I&C Exit Nominations”** means Nominations in respect of I&C Exit Points which have been revised and submitted by Shippers in response to a request from the Transporter made pursuant to this section 10 to avert a System Constraint.

10.1.3 A Reduced Capacity Day and a Reduced Profile Day may arise as a result of operational reasons including but not limited to Force Majeure and Maintenance Days.

10.1.4 For the purposes of this section 10:

- (a) the term DN Exit Points shall include the Stranraer Exit Point;
- (b) the term DNO shall include the Stranraer Distribution Network Operator.

System Constraints

10.2 NI-wide Constraints and Localised Constraints

10.2.1 A System Constraint may be either an NI-wide Constraint or a Localised Constraint, as determined by the Transporter in its sole discretion.

10.2.2 In this Code:

- (a) an **“NI-wide Constraint”** means a System Constraint affecting all Exit Points;
- (b) a **“Localised Constraint”** means a System Constraint affecting one or more Exit Points (but not all Exit Points) in one or more locations on the NI Network;

- (c) **“Exit Point Capacity Shortfall”** means, where there is a Localised Constraint in respect of a specific Exit Point, the quantity by which the aggregate of all Shipper’s Exit Nominated Quantities in respect of such Exit Point exceeds the System Capability;
 - (d) **“System Capacity Shortfall”** means, where there is a Localised Constraint in respect of more than one Exit Point, the quantity by which the aggregate of all Shipper’s Exit Nominated Quantities in respect of all Affected Exit Points exceeds the System Capability;
 - (e) **“Affected Exit Point”** means an Exit Point where there is a Localised Constraint;
 - (f) **“Affected Exit Points”** means
 - (i) more than one Exit Point where there is a Localised Constraint; or
 - (ii) in the event of an NI-wide Constraint, all Exit Points on the NI Network.
- 10.2.3 The Transporter shall determine, in its sole discretion, whether a System Constraint is a Reduced Capacity Day, Reduced Profile Day, an Excess Exit Nominations Day or an Excess Entry Nominations Day.
- 10.2.4 The Transporter may, but shall not be obliged to, call upon an EPSA (to require an EPSA Provider to switch all or part of its IP Entry Nominations from Moffat IP Entry Point to South North IP Entry Point) before making a System Constraint Declaration pursuant to section 10.3.
- 10.2.5 Where the Transporter calls upon an EPSA (in accordance with section 10.2.4 or otherwise) it shall notify each Shipper that an EPSA has been called upon (an **“EPSA Declaration”**) specifying:
- (a) the relevant Gas Flow Day(s);
 - (b) the reason for calling upon an EPSA; and
 - (c) any other information that the Transporter considers appropriate.
- 10.3 Declaration of a System Constraint**
- 10.3.1 This section 10.3 applies to both NI-wide Constraints and Localised Constraints.
- 10.3.2 Where the Transporter determines that there is, or predicts that there will be, a System Constraint in respect of a given Gas Flow Day, the Transporter shall declare a System Constraint (a **“System Constraint Declaration”**) to:
- (a) each Shipper;
 - (b) each DNO; and
 - (c) SONI.

10.3.3 A System Constraint Declaration shall specify:

- (a) the type of System Constraint;
- (b) the Gas Flow Day to which it refers;
- (c) whether the System Constraint is an NI-wide Constraint or a Localised Constraint;
- (d) confirmation of the date and time of issuing;
- (e) the Interconnection Point and/or Exit Points affected or likely to be affected;
- (f) where it is known, the expected time of the end of the System Constraint;
- (g) whether or not an EPSA has been called upon; and
- (h) such information concerning the reason for the System Constraint Declaration as the Transporter considers appropriate which may include for example, whether Renominations at an alternative Interconnection Point by Shippers other than the EPSA Provider may assist in averting the System Constraint.

10.3.4 A System Constraint Declaration issued in accordance with section 10.3.2 is for information purposes only and does not constitute a Flow Order.

10.3.5 In the event of a System Constraint, the Transporter shall be entitled to take, at any time it considers appropriate, such steps in accordance with section 10.4 and section 10.5 (regardless of whether it has called upon an EPSA or requested or received Revised Power Station Nominations) as it considers necessary, acting as a Reasonable and Prudent Operator, to maintain the safe operation of the NI Network and where applicable, avoid an Emergency. The taking of any step in accordance with sections 10.4 and 10.5 shall not preclude the Transporter from taking any other step under those sections and/or the remainder of this section 10.

10.3.6 Notwithstanding the absolute discretion of the Transporter under section 10.3.5 to take steps in whatever order it considers necessary, in the event of an NI-wide System Constraint the default order of Exit Points for which Revised Nominations shall be requested, or Flow Orders shall be issued, shall be as follows:

_____ (a) Power Station Exit Points;

_____ (b) I&C Exit Points;

_____ (c) DN Exit Points.

10.4 NI-wide Constraints

10.4.1 In the event of an NI-wide Constraint in respect of a given Gas Flow Day, the Transporter may:

- (a) call upon an EPSA (to require an EPSA Provider to switch all or part of its IP Entry Nominations from Moffat IP Entry Point to South North IP Entry Point);

- (b) request Revised Power Station Nominations in accordance with section 10.4.2 where, at any time on D-1 or on D, the Transporter considers that the reduction of Power Station Nominations may avert the System Constraint and where time permits;
- (c) issue a Flow Order to reduce Power Station Nominations in accordance with section 10.4.3 where:
 - (i) the Transporter has requested Revised Power Station Nominations but not received such Revised Power Station Nominations by the time specified in its request; or
 - (ii) in the reasonable opinion of the Transporter, there is insufficient time to request Revised Power Station Nominations;
- (d) request Revised DN Exit Point Nominations in accordance with section 10.4.6 where at any time on D-1 or on Day D, in addition to or instead of reducing Power Station Nominations or I&C Exit Nominations, the Transporter considers that the reduction of DN Exit Point Nominations may avert the System Constraint and where time permits;
- (e) issue a Flow Order to reduce DN Exit Point Nominations in accordance with section 10.4.7 where:
 - (i) the Transporter has requested Revised DN Exit Point Nominations but not received such Revised DN Exit Point Nominations by the time specified in its request; or
 - (ii) in the reasonable opinion of the Transporter, there is insufficient time to request Revised DN Exit Point Nominations;
- (f) request Revised I&C Exit Nominations in accordance with section 10.4.10 where at any time on D-1 or on Day D, in addition to or instead of reducing Power Station Nominations or DN Exit Point Nominations, the Transporter considers that the reduction of I&C Exit Nominations may avert the System Constraint and where time permits;
- (g) issue a Flow Order to reduce I&C Exit Nominations in accordance with section 10.4.11 where:
 - (j) the Transporter has requested Revised I&C Exit Nominations but not received such Revised I&C Exit Nominations by the time specified in its request; or
 - (ii) in the reasonable opinion of the Transporter, there is insufficient time to request Revised I&C Exit Nominations.

Requesting Revised Power Station Nominations

- 10.4.2 Where, pursuant to section ~~10.4.1(a)~~ 10.4.1(b), the Transporter wishes to request Revised Power Station Nominations, the Transporter shall promptly inform SONI of:
- (a) the reduction in capacity utilised on the NI Network which it believes will, if achieved through Revised Power Station Nominations, avert the System Constraint;

- (b) the time by which it believes that such Revised Power Station Nominations will have to be submitted in order that the Transporter will not have to issue a Flow Order to avert the System Constraint; and
- (c) whether the Transporter believes that the System Constraint has arisen as a result of:
 - (i) a Reduced Capacity Day or a Reduced Profile Day; or
 - (ii) an Excess Exit Nominations Day or an Excess Entry Nominations Day.

Flow Orders for Power Stations

10.4.3 Where, pursuant to section 10.4.1(c), the Transporter wishes to ensure a reduction in Power Station Nominations, it shall by issuing a Flow Order:

- (a) require that Shippers submit no further Exit Nominations, Exit Renominations or Profile Nominations (other than any Exit Renominations or Profile Nominations of a reduced Nominated Quantity, which may continue to be made) on D-1 or on Day D in respect of the relevant Gas Flow Day for any Power Station Exit Points identified in such Flow Order; and
- (b) reduce those Exit Nominations, Exit Renominations or Profile Nominations which have been submitted (whether or not confirmed by the Transporter) in respect of the relevant Gas Flow Day up until the time by which the Transporter required that no further Exit Nominations, Exit Renominations or Profile Nominations be submitted in accordance with section 10.4.3(a) above, to an extent which the Transporter believes will avert the System Constraint, in accordance with the principles in section 10.4.4.

10.4.4 For the purposes of section 10.4.3(b), the Transporter shall reduce Exit Nominations or Exit Renominations in the following order:

- (a) on the first occasion on which the Transporter declares a System Constraint, by applying (x) below;
- (b) on the second occasion on which the Transporter declares a System Constraint, by applying (y) below;
- (c) on the third such occasion on which the Transporter declares a System Constraint, by applying (z) below;
- (d) on the fourth such occasion on which the Transporter declares a System Constraint, by applying (x) below;
- (e) on the fifth such occasion on which the Transporter declares a System Constraint, by applying (y) below;
- (f) on the sixth such occasion on which the Transporter declares a System Constraint, by applying (z) below;

and so on in sequence, where (x), (y) and (z) shall be as follows:

- (x) each Exit Nomination in respect of Kilroot Exit Point shall be reduced pro rata to the sum of the Nominated Quantities in all such Exit Nominations; and/or each Profile Nomination shall be reduced pro rata to all such Profile Nominations, to the extent that the Transporter believes will avert the System Constraint;

- (y) each Exit Nomination in respect of Coolkeeragh Exit Point shall be reduced pro rata to the sum of the Nominated Quantities in all such Exit Nominations; and/or each Profile Nomination shall be reduced pro rata to all such Profile Nominations, to the extent that the Transporter believes will avert the System Constraint;
- (z) each Exit Nomination in respect of Ballylumford Exit Point shall be reduced pro rata to the sum of the Nominated Quantities in all such Exit Nominations; and/or each Profile Nomination shall be reduced pro rata to all such Profile Nominations, to the extent that the Transporter believes will avert the System Constraint;

but nothing in this section 10.4.4 shall prevent the Transporter issuing a Flow Order in respect of any or all of the Power Station Exit Points at the same time, or in a different order, to the extent that the Transporter, acting as a Reasonable and Prudent Operator, considers that it is operationally beneficial to do so to avert the System Constraint.

10.4.5 For the avoidance of doubt:

- (a) the Transporter shall not be required to notify SONI if, in the Transporter's reasonable opinion, there is insufficient time for Revised Power Station Nominations to be submitted before the Transporter would have to issue a Flow Order to avert a System Constraint; and
- (b) a System Constraint may have a duration which is longer than one Gas Day and references in section 10.4.4 to an 'occasion' shall be treated as each referring to a separate occasion on which a System Constraint is declared.

Requesting Revised DN Exit Point Nominations

10.4.6 Where, pursuant to section 10.4.1(d), the Transporter wishes to request a reduction in DN Exit Point Nominations, it shall promptly inform the DNOs of:

- (a) the reduction in capacity utilised on the NI Network which it believes will, if achieved through Revised DN Exit Point Nominations, avert the System Constraint;
- (b) the time by which it believes that such Revised DN Exit Point Nominations will have to be submitted in order that the Transporter will not have to issue a Flow Order to avert the System Constraint; and
- (c) whether the Transporter believes that the System Constraint has arisen as a result of:
 - (i) a Reduced Capacity Day or a Reduced Profile Day; or
 - (ii) an Excess Exit Nominations Day or an Excess Entry Nominations Day.

Flow Orders for DN Exit Points

10.4.7 Where, pursuant to section 10.4.1(e), the Transporter wishes to ensure a reduction in DN Exit Point Nominations, it shall by issuing a Flow Order:

- (a) require that no further Exit Nominations in respect of DN Exit Points are submitted (other than any Exit Renominations or Profile Nominations of a reduced Nominated Quantity, which may continue to be made) on D-1 or on Day D in respect of the relevant Gas Day D for any DN Exit Points identified in such Flow Order; and

- (b) reduce those Exit Nominations or Exit Renominations which have been submitted (whether or not confirmed by the Transporter) in respect of the relevant Gas Flow Day up until the time by which the Transporter required that no further Exit Nominations or Exit Renominations or Profile Nominations be submitted in accordance with section 10.4.7(a) above, to an extent which the Transporter believes will avert the System Constraint, in accordance with the principles in section 10.4.8.
- 10.4.8 For the purposes of section 10.4.7(b), where the Transporter issues a Flow Order in respect of DN Exit Points:
- (a) each DN Exit Point Nomination shall be reduced pro rata to all such DN Exit Nominations in respect of Affected Exit Points by an amount equal to the System Capacity Shortfall less any reduction achieved in respect of Power Station Nominations; and/or I&C Exit Nominations; and/or
 - (b) each Profile Nomination in respect of a DN Exit Point shall be reduced pro rata to all such Profile Nominations in respect of Affected Exit Points by an amount equal to the System Capacity Shortfall less any reduction achieved in respect of Power Station Nominations and/or I&C Exit Nominations.
- 10.4.9 The Transporter shall communicate any Flow Order in respect of a DN Exit Point to the DNOs for information purposes only.

Requesting Revised I&C Exit Nominations

- 10.4.10 Where, pursuant to section 10.4.1(f), the Transporter wishes to request Revised I&C Exit Nominations, the Transporter shall promptly inform the Shippers at I&C Exit Points of:
- (a) the reduction in capacity utilised on the NI Network which it believes will, if achieved through Revised I&C Exit Nominations, avert the System Constraint;
 - (b) the time by which it believes that such Revised I&C Exit Nominations will have to be submitted in order that the Transporter will not have to issue a Flow Order to avert the System Constraint; and
 - (c) whether the Transporter believes that the System Constraint has arisen as a result of:
 - (i) a Reduced Capacity Day or a Reduced Profile Day; or
 - (ii) an Excess Exit Nominations Day or an Excess Entry Nominations Day.

Flow Orders for I&C Exit Nominations

- 10.4.11 Where, pursuant to section 10.4.1(g), the Transporter wishes to ensure a reduction in I&C Exit Nominations, it shall by issuing a Flow Order:
- (a) require that no further Exit Nominations in respect of I&C Exit Points are submitted (other than any Exit Renominations or Profile Nominations of a reduced Nominated Quantity, which may continue to be made) on D-1 or on Day D in respect of the relevant Gas Day D for any I&C Exit Points identified in such Flow Order; and
 - (b) reduce those Exit Nominations or Exit Renominations which have been submitted in respect of I&C Exit Points (whether or not confirmed by the Transporter) in respect of the relevant Gas Flow Day up until the time by which the Transporter required that no further Exit Nominations or Exit Renominations or Profile Nominations be submitted in accordance with section 10.4.11(a) above, to an extent which the Transporter

believes will avert the System Constraint, in accordance with the principles in section 10.4.12.

10.4.12 For the purposes of section 10.4.11(b), where the Transporter issues a Flow Order in respect of I&C Exit Points:

(a) each I&C Exit Nomination shall be reduced pro rata to all such I&C Exit Nominations in respect of Affected Exit Points by an amount equal to the System Capacity Shortfall less any reduction achieved in respect of Power Station Nominations and/or DN Exit Point Nominations; and/or

(b) each Profile Nomination in respect of an I&C Exit Point shall be reduced pro rata to all such Profile Nominations in respect of Affected Exit Points by an amount equal to the System Capacity Shortfall less any reduction achieved in respect of Power Station Nominations and/or DN Exit Point Nominations.

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13. EXIT REQUIREMENTS

Amend section 13.1 to read as follows:

13.1 Introduction and Definitions

13.1.1 This section 13 sets out the terms upon which a Shipper shall be entitled to offtake gas from the NI Network at an Exit Point including, for the avoidance of doubt, where a Network Exit Agreement is in force in accordance with section 13.9.

13.1.2 Nothing in this Code confers on any person any entitlement to have any premises, pipeline, plant or other installation connected to the NI Network for the purposes of offtaking gas.

13.1.3 Shippers acknowledge that, as no physical flows of gas out of the NI Network are permitted at a VRF IP Exit Point, gas offtake conditions as set out in the remainder of this section 13 are not required at and do not apply in relation to VRF IP Exit Points.

13.1.4 Nothing in this Code shall prevent the Transporter from exercising any statutory and/or regulatory entitlement or discharging any statutory and/or regulatory duty whether under the Code or under any applicable legislation or Directive which may involve the disconnection of or refusal to convey gas, or to allow gas to be conveyed, to any End User's Facilities.

13.1.5 At each Exit Point there shall be installed, operated and maintained an offtake point meter installation for measuring and registering the quantity of gas offtaken from the NI Network at such Exit Point in accordance with the provisions of section 14. Such equipment shall enable provision of real time metering data at the Exit Point to the Transporter.

13.1.6 For the avoidance of doubt, references in this section 13 to an Exit Point shall include, where applicable, any Offtake Point comprised in such Exit Point in accordance with sections 1.8.3 and 1.8.4.

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14. MEASUREMENT AND TESTING

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Amend section 14.5 to read as follows:

14.5 Adjustment to the Exit Quantity

- 14.5.1 If it is determined by the Transporter that the Measurement Equipment at an Exit Point has registered beyond the Permitted Range (whether under or over recording the quantity of gas offtaken), the Measurement Equipment at that Exit Point shall be assumed to have registered beyond the Permitted Range during the latter half of the period since it was last validated except where it is proven that the Measurement Equipment began to register beyond the Permitted Range on some other date, in which case such other date shall be taken.
- 14.5.2 A Final Exit Allocation or Final T-DN Adjusted Allocation shall be adjusted in respect of any Day (an “**Exit Point Adjustment Day**”) as set out below if:
- (a) it is determined by the Transporter that the Measurement Equipment at an Exit Point has registered beyond the Permitted Range in accordance with section 14.5.1 (such amount beyond the Permitted Range being known as an “**Exit Point Adjustment Quantity**”); or
 - (b) the Transporter reasonably determines that there has been an error in the allocation of the Exit Quantity determined to have been delivered at any Exit Point as a result of the incorrect application of section 7.5, 7.6 or 7.7;
 - (c) the Transporter shall, before 16:00 hours on D+5, deem a quantity to have flowed in accordance with section 14.8.
- 14.5.3 In the case of an Exit Point Adjustment Quantity being determined in accordance with section 14.5.2(a) after M+10, Final Exit Allocations and Final Adjusted T-DN Allocations shall be adjusted in accordance with the following:
- (a) Final Power Station Exit Allocations shall be adjusted by allocating the Exit Point Adjustment Quantity pro rata to the proportion in which gas was allocated to Shippers before the adjustment;
 - (b) Final I&C Exit Allocations shall be adjusted by allocating the Exit Point Adjustment Quantity pro rata to the proportion in which gas was allocated to Shippers before the adjustment;
 - ~~(c)~~ in relation to Final DN Exit Allocations made under section ~~7.6.4~~7.5.11 the Exit Point Adjustment Quantity shall be recovered in accordance with the distribution network code of the Relevant DNO and there shall be no adjustment to DN Exit Allocations under this Code and consequently no adjustment to PS Code Charges in relation to such Exit Point Adjustment Quantity;
 - ~~(d)~~ in relation to Final Adjusted T-DN Exit Allocations made under section 7.6.4, the Final Adjusted T-DN Exit Allocation shall be adjusted by allocating the Exit Point

Adjustment Quantity pro rata to the proportion in which gas was allocated to Shippers before the adjustment; and

(~~ee~~) in relation to any Default DN Exit Allocation made under section 7.7.1;

- (i) where Allocations Information from the Relevant DNO is still unavailable, the Exit Allocation shall be adjusted by allocating the Exit Point Adjustment Quantity pro rata to the proportion in which gas was allocated to Shippers before the adjustment; and
- (ii) where Allocations Information is available, DN Exit Allocations shall be determined by the application of section 7.6.1.

14.5.4 In the case of an error being identified in accordance with section 14.5.2(b) after M+10, the Exit Quantity shall be allocated correctly in accordance with section 7.5, 7.6 or 7.7 as applicable.

14.5.5 Where the Transporter deems a quantity to have flowed as referred to in section 14.5.2(c) after M+10 the Exit Quantity so determined shall be allocated in accordance with section 7.5, section 7.6 (in respect of Adjusted T-DN Exit Allocations) or, if applicable, section 7.7 (in respect of Default DN Exit Allocations).

**APPENDIX 1
DEFINITIONS AND INTERPRETATIONS**

Part I - Definitions

Add or amend definitions to read as follows:

“Adjusted T-DN Exit Allocation”	has the meaning given to it in section 7.6.4 <u>7.6.1</u> ;
<u>“Carrakeel Exit Point”</u>	<u>has the meaning given to it in section 1.8.3(n)</u>
“DN Exit Quantity”	has the meaning given to it in section 7.6.4 <u>7.6.1</u> ;
“Final Adjusted T-DN Exit Allocation”	has the meaning given to it in section 7.6.5(b) <u>7.6.2(b)</u> ;
“Final DN Exit Allocation”	has the meaning given to it in section 7.6.2(b) <u>7.5.11(b)</u> ;
“Final Exit Allocation”	means either a Final Power Station Exit Allocation, <u>Final I&C Exit Allocations</u> or Final DN Exit Allocation (or both <u>all</u> of them) as the context requires and “Final Exit Allocations” shall be construed accordingly;
<u>“Final I&C Exit Allocation”</u>	<u>has the meaning given to it in section 7.5.7;</u>
<u>“I&C Exit Nominated Quantity”</u>	<u>has the meaning given to it in section 6.10.1(e);</u>
<u>“I&C Exit Nominations”</u>	<u>has the meaning given to it in section 10.1.2(k);</u>
<u>“I&C Exit Point”</u>	<u>has the meaning given to it in section 1.8.2(d);</u>
“Initial Adjusted T-DN Exit Allocation”	has the meaning given to it in section 7.6.5(a) <u>7.6.2(a)</u> ;
“Initial DN Exit Allocation”	has the meaning given to it in section 7.6.2(a) <u>7.5.11(a)</u> ;
“Initial Exit Allocation”	has the meaning given to it in section 7.5.2 and <u>means either an Initial Power Station Exit Allocation, Initial I&C Exit Allocation or Initial DN Exit Allocation (or all of them) as the context requires and</u> “Initial Exit Allocations” shall be construed accordingly;
<u>“Initial I&C Exit Allocation”</u>	<u>has the meaning given to it in section 7.5.6;</u>
“Offtake Point”/ “Offtake Points”	has the meaning given to it in section 1.8.2(d) <u>1.8.2(e)</u> ;
“Revised DN Exit Point Nominations”	has the meaning given to it in section 10.1.2 <u>(+)10.1.2(m)</u> ;
<u>“Revised I&C Exit Nominations”</u>	<u>has the meaning given to it in section 10.1.2(n);</u>

“Revised Power
Station Nominations”

has the meaning given to it in section ~~10.1.2 (k)~~10.1.2(l);

Amend the table in Appendix 2 to read as follows:

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.

Specific NI Network Point	Type of Point	Point Comprised in: (where applicable)	Relevant Transporter	Relevant DNO (where applicable)	Relevant Adjacent Transporter or equivalent (where applicable)
Moffat Interconnection Point	Interconnection Point	-	PTL	-	National Gas
Moffat IP Entry Point	IP Entry Point	Moffat Interconnection Point and Moffat Entry Point	PTL	-	National Gas
Moffat VRF IP Exit Point	VRF IP Exit Point	Moffat Interconnection Point	PTL	-	National Gas
Moffat Non-IP Entry Point	Non-IP Entry Point	Moffat Entry Point	PTL	-	National Gas
South North Interconnection Point	Interconnection Point	-	GNI (UK)	-	GNI
South North IP Entry Point	IP Entry Point	South North Interconnection Point	GNI (UK)	-	GNI
South North VRF IP Exit Point	VRF IP Exit Point	South North Interconnection Point	GNI (UK)	-	GNI
Ballylumford Exit Point	Power Station Exit Point	-	PTL	-	-
Coolkeeragh Exit Point	Power Station Exit Point	-	GNI (UK)	-	-
Kilroot Exit Point	Power Station Exit Point	-	BGTL	-	-
<u>Carrakeel Exit Point</u>	<u>I&C Exit Point</u>	-	<u>GNI (UK)</u>	-	-
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	-
Belfast DBEP	Distribution Biomethane Entry Point	Notional point	BGTL	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	-
Ten Towns DBEP	Distribution Biomethane Entry Point	Notional 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	Evolve	
West DBEP	Distribution Biomethane Entry Point	Notional point	WTL	Evolve	-
Stranraer Exit Point	Stranraer Exit Point	-	PTL	*	-
ROI System Exit Point	Exit Point	-	GNI (UK)	-	-
Haynestown Offtake Point	Offtake Point	ROI System Exit Point	GNI (UK)	-	-

**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 and section 27 for the details.*

Amend the table in 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 3,540,000 kWh/min for up to 10 seconds**	15*	EP Ballylumford Limited
Coolkeeragh Exit Point	12 bar	782,000 kWh/hour	30,000 kWh/min	5 plus any additional days specified in an Ancillary Agreement	ESB
Kilroot Exit Point	12 bar	1,925,000 kWh/hour	91,200 kWh/min for up to 20 minutes 182,400 kWh/min for up to 10 minutes 263,158 kWh/min for up to 4.6 minutes	15*	EPNIE
<u>Carrakeel Exit Point</u>	<u>12 bar</u>	<u>33,540 kWh/hour</u>	<u>52 kWh/min for up to 2 minutes</u> <u>93 kWh/min for up to 5 minutes</u>	<u>5 plus any additional days specified in an Ancillary Agreement</u>	<u>End User: The Lycra Company UK Ltd. Parent Company: Shandong Ruyi</u>

					<u>Investment Holdings</u>
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	2,992,000 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	Evolve suppliers
ROI System Exit Point	12 bar	314,300 kWh/hour	30,000 kWh/min	Addressed in the Use of System Agreement	GNI

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

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