

# **The Notice of Gas Transmission Transportation Charges**

Effective from 1 October 2011

# National Grid's Gas Transmission System



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# 1 Introduction

This publication sets out the transportation charges which apply from 1 October 2011 for the use of the NTS, as required by Standard Special Condition A4 of the National Grid NTS Gas Transporter Licence. This document does not override or vary any of the statutory, licence or Uniform Network Code obligations upon National Grid NTS. Further information on the methods and principles on which Transmission transportation charges are derived is set out in **The Statement of the Gas Transmission Transportation Charging Methodology**.

Details of National Grid and its activities can be found on the National Grid Internet site at [www.nationalgrid.com](http://www.nationalgrid.com). An electronic version of this publication, along with **The Statement of the Gas Transmission Transportation Charging Methodology** can be found on our web site.

For more information on the charges set out below, please contact our UK Transmission Charging team on **01926 654633** or e-mail to [charging.enquiries@uk.ngrid.com](mailto:charging.enquiries@uk.ngrid.com).

## 1.1 Changes to Charges – Indicative and Final Notices

NTS Transportation Charges are normally updated on 1 April and 1 October of each year in line with our Licence obligations. When considering changes to charges, National Grid will give an estimate of such changes in an “Indicative Notice” published 150 days prior to implementation and a “Final Notice” published two months prior to implementation. The notices will be available on our website at the following locations, respectively; <http://www.nationalgrid.com/uk/Gas/Charges/indicativecharges/> and <http://www.nationalgrid.com/uk/Gas/Charges/NoticeofChange/>

## 1.2 Uniform Network Code

The Uniform Network Code (UNC) forms the contractual framework between NTS and DN Gas Transporters, and the shippers whose gas is transported. It is supported by an integrated set of computer systems called UK Link. The charges and formulae in this booklet will be used in the calculation of charges within UK Link, which are definitive for billing purposes.

There are a number of areas of the UNC that impact upon the cost to shippers of using the transportation network, such as imbalance charges, scheduling charges, capacity overruns, top-up neutrality charges and contractual liability. Reference should be made to the UNC – as modified from time to time – for details of such charges and liabilities.

## 1.3 Units

Charges are expressed and billed as follows:

- Commodity - pence per kilowatt hour (kWh).
- Exit Capacity - pence per peak day kWh per day.
- Entry Capacity - pence per kWh per day.
- Fixed - pence per day.

All charge rates are rounded to 4 decimal places.

## 1.4 Invoicing

Invoices derived from the transportation charges shown within this publication are produced and issued by xoserve. xoserve is the invoicing service provider to the NTS and the Distribution Networks (DNs). To clarify this link between pricing and invoicing, charge codes and invoice names are included in the tables.

For more information on invoicing, please contact the xoserve invoicing team via email at [xo\\_css\\_billing@xoserve.com](mailto:xo_css_billing@xoserve.com).

## 1.5 The National Grid NTS Transportation Price Control Formulae

Transportation charges are derived in relation to price control formulae which are set by Ofgem, the gas and electricity market regulator, for the transportation of gas. These formulae dictate the maximum revenue National Grid NTS can earn from the transportation of gas. Should National Grid NTS earn more

or less than the maximum permitted revenue in any formula year, a compensating adjustment is made in the following year. Where a significant over- or under-recovery is anticipated within a year an adjustment to charges may be made during the year.

Since April 2002 the price control for the NTS has been divided into Transportation Owner (TO) and System Operator (SO) controls. Transportation charges are split to reflect these price control arrangements.

For NTS TO revenue, the target is to recover 50% from exit capacity and 50% from entry capacity. Exit capacity charges reflect the estimated long run marginal cost (LRMC) of developing the system to meet a sustained increase in demand and are determined by the exit zone to which a particular offtake point belongs. Charges for entry capacity are not fixed but are determined by auctions which apply to all system entry points. For system entry capacity, the reserve prices for the auctions are based GCM01 Methodology for Determination of NTS Entry and Exit Capacity Prices, which uses a new Transportation Model. For further details of GCM01 please see our web site at [www.nationalgrid.com/uk/gas/](http://www.nationalgrid.com/uk/gas/) under Charging, Pricing Consultations.

The unpredictability of entry auction revenue means that the TO revenue 50 / 50 split between entry and exit may not be achieved in practice. In the event of a forecast under-recovery of entry auction revenue against the entry target level, a TO commodity charge may be levied on entry flows.

SO revenue is recovered through the NTS SO commodity charge. This is a uniform charge, independent of entry and exit points, and is levied on both NTS entry and NTS exit flows. A distance-related commodity tariff, the optional NTS commodity charge, is also available as an alternative to both the SO and TO commodity charges.

## 1.6 DN Pensions Deficit

The DN Pensions Deficit Charge is a new charge levied on the Distribution Network Operators. It is designed to collect specific annual cost allowances for the part-funding of the deficit in the National Grid UK Pension Scheme. This deficit relates to the pension costs of former employees of the DNs. The allowance has been included in the NTS' TO Price Control Formulae for the period April 2007 to March 2012. It is recovered via the application of a DN Pensions Deficit Charge which is levied on each of the DNs on a monthly basis in accordance with National Grid's GT Licence and the DN Gas Transporters Licence. The charges can be found in Section 7.

## 1.7 Firm Transportation

Firm transportation charges for the NTS comprise capacity and commodity charges.

## 1.8 Interruptible Transportation

Interruptible transportation is available for supply points with Annual Quantities (AQs) of over 5,860 MWh per annum.

For supply points which have been nominated by a shipper as interruptible, the shipper will not pay the NTS (TO) exit capacity charge or the capacity element of the relevant LDZ charge. Where National Grid NTS nominates a supply point to be interrupted for more than 15 days in a particular year (measured from 1 April to 31 March) there is a transportation charge credit. For each day of interruption over 15 days, a transportation charge credit, equivalent to 1/15 of the annual NTS exit capacity and the relevant LDZ capacity charges avoided by having interruptible rather than firm transportation, is payable to the shipper. National Grid NTS has the right to interrupt these supply points for up to 45 days each year. The business rules for interruptible supply points are detailed in **The Statement of the Gas Transmission Transportation Charging Methodology**.

To help National Grid NTS run the network safely and securely the UNC defines two special types of interruptible supply points. These are Network Sensitive Load (NSL) and Transporter Nominated Interruptible (TNI).

NSLs are supply points where specific interruption may be required to maintain the supply of gas to firm supply points in the same area.

TNIs are supply points where National Grid NTS reserves the right to interrupt for more than 45 days each year.

National Grid NTS offers a number of services related to interruptible supply points:

- Allocation arrangements allow more than one shipper / supplier to supply interruptible gas to sites with AQs in excess of 58,600 MWh per annum. This flexibility of supplier enables the end user to make greater use of the competitive market and allows for alternative provision of gas during commercial interruption. Further details of this service are given in Section 8.2.

- The Partial Interruption service is designed to allow shippers to reduce offtake rates at supply points (to predetermined levels agreed between the shipper and the end user) where capacity exists, so that the site remains on a part-load, where otherwise it would have been fully interrupted.

- The Interruptible Supply Point Firm Allowance (IFA) is available to all interruptible supply points. It allows a guaranteed supply of 14,600 kWh per day (this figure can be higher if the capacity is available), where this allowance is subject to normal firm transportation charges. This enables end users to maintain their critical processes when their supply is interrupted.

- Transfer of Firm Offtake Capability. This allows a shipper to release capacity allocated to a firm supply point in order to meet the requirements of an interruptible supply point during an interruption notice. This is subject to system constraints and other eligibility criteria.

Details of all the above interruption services are available from gas suppliers / shippers or from National Grid Operations and Trading on **01455 893147**.

## 1.9 Theft of Gas

The licensing regime places incentives on transporters, shippers and suppliers to take action in respect of suspected theft of gas. Certain costs associated with individual cases of theft are recovered through transportation charges. National Grid NTS's charges reflect these requirements, with National Grid NTS remaining cash neutral in the process.

## 2 NTS TO Entry Capacity

National Grid is obliged to make available for sale system entry capacity by means of five related auction mechanisms. For each of the system entry points, capacity is made available on a firm and interruptible basis. All entry capacity is offered on a pence per kWh per day basis where the quantity is measured in terms of an end of day entitlement.

Interruptible capacity is limited to being offered on a daily basis in an auction that is conducted on the day ahead of the intended day of use.

Firm Entry Capacity is offered in bundles of quarters, months and days.

For further information on system entry capacity please refer to **The Statement of the Gas Transmission Charging Methodology**.

### 2.1 Quarterly System Entry Capacity

Entry capacity can be obtained through the Quarterly System Entry Capacity (QSEC) auction process up to 17 years ahead of the intended year of use. National Grid NTS has an obligation to make available a core baseline quantity which is calculated in accordance with paragraph 14(5)(g) of part 2 of Special Condition C8B of National Grid NTS's GT Licence. The baseline quantity from which National Grid NTS's obligation is derived is set out in Appendix B of the current **Transmission Transportation Charging Statement**. The minimum quantities to be offered in the Annual System Entry Capacity auctions, after taking into account a GT Licence requirement to hold back some capacity for short term allocation, is detailed in Appendix C(ii).

For each of the system entry points National Grid NTS has determined a baseline price and an additional 20 price steps for increments of capacity that may be demanded above the baseline quantity, as set out in

the **Statement of the Gas Transmission Transportation Charging Methodology** and the **Incremental Entry Capacity Release (IECR) Statement**. The step prices that are applicable for QSEC allocations are set out in Appendix D of the current **Transmission Transportation Charging Statement**. Prices are published for each system entry point and are applicable for all periods in which QSEC is offered. Allocation of capacity will be conducted in accordance with the provisions set out in National Grid NTS's **Incremental Entry Capacity Release (IECR) Statement**.

### 2.1.1 NTS Entry Capacity Retention Charges

The establishment of entry capacity substitution (ECS), a process by which NGG moves unsold non-incremental obligated entry capacity from one Aggregated System Entry Point (ASEP) to meet the demand for incremental obligated entry capacity at a different ASEP has introduced a “retainer” as an annual product which can be taken out at any entry point with substitutable capacity. When it is requested ahead of the Quarterly System Entry Capacity (QSEC) auction, the retainer allows the specified volume of capacity to be excluded from the substitution process during the QSEC or in any other quarterly system entry capacity auction during the next twelve months.

The costs of taking out a retainer on entry capacity may be refunded to the party that takes out a retainer if that capacity is subsequently purchased by any user subsequent QSEC or AMSEC auctions, as detailed by the **ECS methodology statement** (available on the National Grid website via the following link [www.nationalgrid.com/uk/gas/statements/](http://www.nationalgrid.com/uk/gas/statements/))

The retainer charge is given in Table 1 and is applicable to all ASEPs.

**Table 1**

<b>Invoice</b>	<b>Charge Code</b>
ADK	QUC
<b>Charge per unit of entry capacity retained</b>	0.2922 pence per kWh of entry capacity retained (equates to 0.0001 p/kWh/d for 32 quarters).

## 2.2 Monthly System Entry Capacity

For each of the system entry points Monthly System Entry Capacity (MSEC) is allocated by auction for a period no more than two years ahead of the period of use. The maximum quantities to be offered in MSEC allocations are also set out in Appendix C(i). MSEC auctions offer monthly tranches of firm capacity and are held in respect of each Aggregate System Entry Point (ASEP). Capacity is allocated in respect of each bid in descending price order starting at the highest bid until all monthly system entry capacity has been allocated or all valid bids have been considered. Successful bidders are liable to pay the bid price of each accepted or part accepted bid.

Following the final annual Monthly System Entry Capacity (AMSEC) auction in which capacity is offered for two capacity years any remaining quantities of entry capacity can be purchased in the Rolling Monthly Trade & Transfer System Entry Capacity (RMTNTSEC) auction. The method that National Grid will use to facilitate the transfer of unsold, or the trade of sold, NTS Firm Entry Capacity from one ASEP to another is set out in the **Entry Capacity Transfer and Trades Methodology Statement**.

This auction is conducted within the capacity year and also facilitates trade and transfer of entry capacity. The quantities offered are any unsold baseline capacity carried over from the AMSEC allocations and any capacity surrendered during the rolling monthly surrender process. Allocations will be completed by the 3<sup>rd</sup> business day proceeding the last business day of each calendar month. The capacity offered and subsequently allocated will be applicable for the following month. For unsold and surrendered capacity sold, allocations are based on a pay as bid basis but for specific allocations rules please refer to section B2.3 of the UNC.

The lowest price that can be accepted in an MSEC allocation is the reserve price as set out in Table 3 in Section 2.5.

### 2.3 Daily System Entry Capacity

National Grid NTS offers two daily capacity services – a firm Daily System Entry Capacity service (DSEC) and a Daily Interruptible System Entry Capacity service (DISEC). Both services are offered through a tender process and are subject to minimum reserve prices. Successful bidders are liable to pay the bid price of each accepted or part accepted bid. Capacity is allocated, in respect of each bid, in descending price order until all capacity has been allocated or all valid bids have been considered.

The allocation of DSEC is initiated before the gas day and is repeated at intervals through to 02:00 hours on the gas day. Shippers may have up to 20 bids on the system at any one time. DSEC availability is presently defined in the UNC as the amount, determined by National Grid NTS, by which system entry capacity exceeds firm system entry capacity held by shippers.

DISEC is allocated by means of a single tender that is held on the day before the gas day. Shippers may submit up to 20 applications for this capacity in respect of each ASEP.

DISEC consists of any unutilised booked monthly capacity on a day. National Grid NTS determines the availability of capacity after consideration of the daily allocation levels at each ASEP on the day before the gas day. If, on a day, nominations from primary holders of firm capacity increase so that gas flow exceeds booked levels at an entry point, any DISEC service entitlements would be scaled back.

The lowest price that can be accepted in an DSEC allocation is the reserve price as set out in Table 3 in Section 2.5.

### 2.4 Additional Discretionary Release Mechanism for NTS Entry Capacity (DRSEC)

An additional capacity release mechanism which allows National Grid to invite applications for quarterly, monthly, daily or daily interruptible entry capacity outside of the existing auction mechanisms has been introduced. The timing of such invitations and the quantities of entry capacity offered are at the sole discretion of NGG NTS. This would be mainly for discretionary entry capacity (in addition to baselines) but under certain circumstances may involve unsold obligated capacity. The entry capacity offered by NGG NTS is subject to the prevailing reserve price and available for a period of no more than one capacity year.

### 2.5 Entry Capacity Reserve Prices

To date all system entry capacity auctions have been subject to reserve prices.

The invoice codes and reserve prices applicable to MSEC and DSEC sold before the day are shown in Table 2 and Table 3, respectively. For DSEC sold on the day the reserve price has been set to zero since 1 October 2003. Reserve prices for DISEC are set at zero.

**Table 2**

<b>Service</b>	<b>Invoice</b>	<b>Charge Code</b>
<b>MSEC</b>	NTE	MEC
<b>DSEC</b>	NTE	DFC
<b>DISEC</b>	NTE	DIC

**Table 3 Entry Capacity Reserve Prices for Capacity for use from 1 October 2011**

Entry Point	MSEC Reserve Prices Pence per kWh per day		
		Y	Y+1
	from 1 Oct 10 to 30 Sep 11	from 1 Oct 11 to 30 Sep 12	from 1 Oct 12 to 30 Sep 13
<b>Coastal Terminals &amp; LNG Importation</b>			
Bacton	0.0091	0.0098	<b>0.0080</b>
Barrow	0.0061	0.0001	<b>0.0001</b>
Easington&Rough	0.0115	0.0123	<b>0.0105</b>
Isle of Grain	0.0032	0.0020	<b>0.0001</b>
Milford Haven	0.0207	0.0215	<b>0.0191</b>
St Fergus	0.0402	0.0399	<b>0.0375</b>
Teesside	0.0100	0.0086	<b>0.0083</b>
Theddlethorpe&Saltfleetby	0.0107	0.0118	<b>0.0103</b>
<b>Onshore Fields and Connections</b>			
Burton Point	0.0001	0.0001	<b>0.0001</b>
Hatfield Moor	0.0047	0.0050	<b>0.0032</b>
Hole House Farm	0.0001	0.0001	<b>0.0001</b>
Wytch Farm	0.0001	0.0001	<b>0.0001</b>
<b>Storage</b>			
Barton Stacey	0.0001	0.0001	<b>0.0001</b>
Caythorpe	0.0071	0.0115	<b>0.0083</b>
Cheshire	0.0001	0.0001	<b>0.0001</b>
Fleetwood	0.0036	0.0036	<b>0.0017</b>
Garton	0.0109	0.0134	<b>0.0117</b>
Glenmavis	0.0172	0.0124	<b>0.0107</b>
Hatfield Moor	0.0047	0.0050	<b>0.0032</b>
Hornsea	0.0110	0.0109	<b>0.0105</b>
Partington	0.0001	0.0001	<b>0.0001</b>
<b>Constrained LNG</b>			
Avonmouth	0.0001	0.0001	<b>0.0001</b>
Dynevor Arms	0.0001	0.0001	<b>0.0081</b>

Table 3 continued

<b>Reserve Prices</b> Pence per kWh per day		
Entry Point	DSEC	
	from 1 Oct 10 to 30 Sep 11	from 1 Oct 11 to 30 Sep 12
<b>Coastal Terminals &amp; LNG Importation</b>		
Bacton	0.0061	0.0065
Barrow	0.0041	0.0001
Easington&Rough	0.0077	0.0082
Isle of Grain	0.0021	0.0013
Milford Haven	0.0138	0.0143
St Fergus	0.0268	0.0266
Teesside	0.0067	0.0057
Theddlethorpe	0.0071	0.0079
<b>Onshore Fields and Connections</b>		
Burton Point	0.0001	0.0001
Hatfield Moor	0.0031	0.0033
Hole House Farm	0.0001	0.0001
Wytch Farm	0.0001	0.0001
<b>Storage</b>		
Barton Stacey	0.0001	0.0001
Caythorpe	0.0047	0.0077
Cheshire	0.0001	0.0001
Fleetwood	0.0024	0.0024
Garton	0.0073	0.0089
Glenmavis	0.0115	0.0083
Hatfield Moor	0.0031	0.0033
Hornsea	0.0073	0.0073
Partington	0.0001	0.0001
<b>Constrained LNG</b>		
Avonmouth	0.0001	0.0001
Dynevor Arms	0.0001	0.0001

### 3 Constrained LNG

Shippers that book the constrained Liquefied Natural Gas (LNG) storage service, available from the LNG storage site at Avonmouth, undertake an obligation to provide transmission support gas to National Grid NTS on days of very high demand. In recognition of this, shippers receive a credit in respect of minimum booked storage deliverability. Full details of associated rules are available on request from National Grid NTS's LNG business unit. The credit, shown in Table 4, is deducted from the charge for the storage service.

National Grid does not require constrained LNG at Avonmouth for the gas storage year 2011/12 and hence the credit rate will be,

**Table 4 Constrained LNG Credit**

	From 1 May 2011	
	Credit Rate based on Capacity	Credit Rate based on Annual Shipper Storage Space Volume
	Pence per registered kWh per day	p/kWh
Avonmouth LNG	0.0000	0.0000

### 4 NTS TO Exit Capacity Charges

NTS TO exit capacity charges apply to loads supplied through existing NTS offtakes into Distribution Networks (DNs) and to large loads and interconnectors supplied directly from the NTS. The exit zone for a DN supply point is determined by its postcode.

For new loads supplied directly from the NTS, the exit zone charges provide an indication of the likely level of charges. However, in general, an individual exit zone will be created with its own charge for new NTS offtakes.

For supply points which have been nominated by a shipper as interruptible, the shipper will not pay the NTS (TO) exit capacity charge. At present, National Grid NTS makes no charge for NTS exit capacity at storage points. This is on the basis that the transportation service to the storage points is interruptible. If a firm transportation service to storage were provided, a TO exit capacity charge would be payable.

There are four small towns in Scotland where LNG needs to be transported by road tanker to supply end users on distribution systems which are not physically connected to the main gas network. For these locations, NTS TO exit charges will be calculated on the basis that they are allocated to exit zone SC4, the location of the LNG storage site which supplies them.

The map at the beginning of this document gives the locations of the exit zones. Exit zones SC3, EA5, EA6 and EA7 have no offtakes.

The NTS TO Exit Capacity charges are given in Table 5.

Please note the **indicative charges** for 2012/13 to 2014/15 are now available on our web site in a separate document under Gas Charges / Indicative Charge Changes.

**Table 5 NTS TO Exit Capacity Charges**

<b>Invoice</b>	<b>Charge Codes</b>
CAP	NDX (DM) / NNX (NDM)

<b>Network</b>	<b>Exit Zone</b>	<b>Pence per peak day kWh per day</b>
<b>East of England</b>	EA1	0.0046
	EA2	0.0044
	EA3	0.0001
	EA4	0.0105
	EM1	0.0001
	EM2	0.0032
	EM3	0.0146
	EM4	0.0098
<b>North of England</b>	NE1	0.0046
	NE2	0.0007
	NE3	0.0001
	NO1	0.0048
	NO2	0.0053
<b>London</b>	NT1	0.0203
	NT2	0.0114
	NT3	0.0109
<b>North West</b>	NW1	0.0166
	NW2	0.0214
<b>Scotland</b>	SC1	0.0001
	SC2	0.0001
	SC4	0.0001
<b>South of England</b>	SE1	0.0121
	SE2	0.0203
	SO1	0.0146
	SO2	0.0236
<b>Wales &amp; the West</b>	SW1	0.0159
	SW2	0.0244
	SW3	0.0358
	WA1	0.0236
	WA2	0.0085
<b>West Midlands</b>	WM1	0.0189
	WM2	0.0154
	WM3	0.0138

**Table 5 NTS TO Exit Capacity Charges continued**

Invoice	Charge Codes
CAP	NDX (DM) / NNX (NDM)

NTS Sites	Site Name as NTS Licence Special Condition C8E	Effective 1 Oct 11
Baglan Bay PG	Tonna (Baglan Bay)	0.0060
Barking PG	Barking (Horndon)	0.0113
Billingham ICI	Billingham ICI (Terra Billingham)	0.0060
BP Grangemouth	Blackness (BP Grangemouth)	0.0001
BP Saltend HP	Saltend BPHP (BP Saltend HP)	0.0001
Bridgewater Paper	Shotwick (Bridgewater Paper)	0.0252
Brigg PG	Blyborough (Brigg)	0.0020
Brimsgate PG	Epping Green (Enfield Energy, aka Brimsgate)	0.0118
Brunner Mond	Pickmere (Winnington Power, aka Brunner Mond)	0.0213
Centrax	Centrax Industrial	0.0351
Connahs Quay PS	Burton Point (Connahs Quay)	0.0248
Corby PS	Caldecott (Corby Power Station)	0.0096
Coryton PG	Stanford Le Hope (Coryton)	0.0110
Cottam PG	Blyborough (Cottam)	0.0030
Damhead Creek	Middle Stoke (Damhead Creek, aka Kingsnorth Power Station)	0.0088
Deeside PS	Deeside	0.0248
Didcot PS	Didcot A/B	0.0158
Goole Glass	Goole (Guardian Glass)	0.0016
Grain Gas	Grain Power Station	0.0088
Great Yarmouth	Bacton (Great Yarmouth)	0.0001
Hays Chemicals	Hollingsgreen (Hays Chemicals)	0.0217
ICI Runcorn	Weston Point (Castner Kelner, aka ICI Runcorn)	0.0253
Immingham PG	Thornton Curtis (Humber Refinery, aka Immingham)	0.0001
Keadby PS	Eastoft (Keadby and Keadby Blackstart)	0.0029
Kemira Ince CHP	Shellstar (aka Kemira, not Kemira CHP)	0.0249
Kings Lynn PS	Saddle Bow (Kings Lynn)	0.0034
Langage PG	Langage Power Station	0.0382
Little Barford PS	St. Neots (Little Barford)	0.0074
Longannet	Gowkhall (Longannet)	0.0001
Marchwood	Marchwood Power Station	0.0245
Medway PS	Medway (aka Isle of Grain Power Station, NOT Grain Power)	0.0087
Milford Haven Refinery	Upper Neeston (Milford Haven Refinery)	0.0001
Pembroke PS	Pembroke Power Station	0.0001
Peterborough PS	Peterborough (Peterborough Power Station)	0.0056
Peterhead PG	St. Fergus (Peterhead)	0.0001
Phillips Seal Sands	Phillips Petroleum, Teeside	0.0052
Rocksavage PG	Weston Point (Rocksavage)	0.0253
Roosecote PS	Roosecote (Roosecote Power Station)	0.0074
Rye House PS	Ryehouse	0.0123
Saltend	Rosehill (Saltend Power Station)	0.0001
Sappi Paper Mill	Sandy Lane (Blackburn CHP, aka Sappi Paper Mill)	0.0165
Seabank Power	Abson (Seabank Power Station phase I)	0.0231
Seabank Power II	Seabank (Seabank Power Station phase II)	0.0251
Sellafield PS	Sellafield Power Station	0.0118
Shotton Paper	Harwarden (Shotton, aka Shotton Paper)	0.0249
Spalding PG	Wragg Marsh (Spalding)	0.0046
St. Fergus Site	St. Fergus (Shell BlackStart)	0.0001
Stallingborough PS	Stallingborough (phase 1 and 2)	0.0001
Staythorpe	Staythorpe PH1 and PH2	0.0062
Sutton Bridge PS	Sutton Bridge Power Station	0.0049
Teesside BASF	Teesside (BASF, aka BASF Teesside)	0.0052
Teesside Hydrogen	Teesside Hydrogen	0.0053
Teesside PS	Enron Billingham	0.0060
Thornton Curtis PG	Thornton Curtis (Killingholme)	0.0001
West Burton PS	West Burton PS	0.0031
Zeneca	Zeneca (ICI Avecia, aka 'Zenica')	0.0060

**Table 5 NTS TO Exit Capacity Charges (continued)**

<b>Interconnectors</b>		
<b>Bacton Interconnector</b>	Bacton (IUK/BBL)	0.0001
<b>Moffat</b>	Moffat (Irish Interconnector)	0.0001
<b>Storage Sites</b>		
<b>Avonmouth LNG</b>	Avonmouth Max Refill	0.0251
<b>Barton Stacey</b>	Barton Stacey Max Refill (Humbly Grove)	0.0225
<b>Caythorpe</b>	Caythorpe	0.0001
<b>Cheshire (MRS)</b>	Holford, Stublach (Cheshire)	0.0212
<b>Dynevor Arms LNG</b>	Dynevor Max Refill	0.0079
<b>Garton (MRS)</b>	Garton Max Refill (Aldbrough)	0.0001
<b>Glenmavis</b>	Glenmavis Max Refill	0.0001
<b>Hatfield Moor (MRS)</b>	Hatfield Moor Max Refill	0.0021
<b>Holehouse Farm (MRS)</b>	Hole House Max Refill	0.0220
<b>Hornsea (MRS)</b>	Hornsea Max Refill	0.0001
<b>Partington</b>	Partington Max Refill	0.0206
<b>Rough</b>	Rough Max Refill	0.0001

## 5 NTS Commodity Charges

### 5.1 NTS TO Commodity Charge

The NTS TO commodity charge may be levied where an under-recovery of TO entry revenue against the entry target level is forecast. The charge is levied on entry flows only at entry terminals (but not storage facilities) and would address only a forecast TO revenue under-recovery that does not arise from NTS exit capacity charging.

The rate is identified in the commodity schedule given in Table 6. For the avoidance of doubt, the TO commodity rate would be set to zero where forecast entry TO revenue is at, or above, the entry revenue target level.

#### 5.1.1 NTS TO Entry Commodity Charge Rebate

The TO entry commodity rebate mechanism was introduced from March 2008. This mechanism has been introduced to reduce any TO over-recovery resulting from NTS Entry Capacity auctions. The process may be triggered at the end of the formula year based on the outcome of all NTS Entry Capacity auctions that represent a TO revenue stream. This mechanism will only be triggered if there remains a residual over-recovery amount after taking into account any revenue redistributed by the buy-back offset mechanism (as defined in 2.3.2 of the Statement of the Gas Transmission Transportation Charging Methodology) and if this residual over-recovery is in excess of £1m (this equates to the minimum TO Entry Commodity price of 0.0001 p/kWh).

#### 5.1.2 NTS TO Entry Commodity Charge Credit

The TO entry commodity credit mechanism was introduced from April 2009. The credit, which represents a retrospective negative TO Entry Commodity charge, will be used if there remains a residual over-recovery amount after taking into account any revenue redistributed via the TO entry commodity rebate mechanism. Credits will be paid following the end of the formula year.

### 5.2 NTS SO Commodity Charge

The NTS SO commodity charge is a uniform rate, independent of entry and exit points, and is levied on both NTS entry and NTS exit flows. The rate is identified in Table 6 below.

**Table 6 NTS Commodity Charges**

Invoice	Charge Code
ECO	NCE

  

	Pence per kWh
<b>TO Entry</b>	0.0232
<b>SO Entry</b>	0.0246
<b>Combined Rate</b>	0.0478

  

Invoice	Charge Code
COM	NCO

  

	Pence per kWh
<b>SO Exit</b>	0.0246

NTS entry commodity (NCE) will be invoiced using the combined rate.

### 5.3 NTS Optional Commodity Charge

The optional NTS commodity tariff is available as an alternative to both the entry / exit NTS SO commodity charges and the NTS TO commodity charge. It may be attractive for large daily metered sites located near to entry terminals, since the NTS SO and TO commodity tariffs are not distance-related and can result in a relatively high charge for short distance transportation. This could give perverse economic incentives to build dedicated pipelines bypassing the NTS, resulting in an inefficient outcome for all system users.

The optional tariff applies in respect of gas delivered from the local specified terminal. The charge is site specific and is calculated by the function shown in Table 7 below.

**Table 7 NTS Optional Commodity Charge**

<b>Invoice</b>	<b>Charge Code</b>
ADU	880
<b>Pence per kWh</b>	
$1203 \times [(SOQ)^{-0.834}] \times D + 363 \times (SOQ)^{-0.654}$	

where **D** is the direct distance from the site or non-National Grid NTS pipeline to the elected terminal in km and **SOQ** is the registered supply point capacity in kWh. Note that ^ means “to the power of ...”

Further information on the NTS Optional Commodity tariff can be obtained from our UK Transmission Charging team on **01926 654633**.

## 6 Compression Charge

An additional charge is payable where gas is delivered into the National Grid NTS system at a lower pressure than that required, reflecting the need for additional compression. For gas delivered at the Total Oil Marine sub-terminal at St. Fergus, a compression charge is payable at the rate identified in Table 8 below.

**Table 8 St. Fergus Compression Charge**

<b>Invoice</b>	<b>Charge Code</b>
ADZ	900
<b>Pence per kWh</b>	
<b>Compression</b>	0.0172

## 7 DN Pensions Deficit Charge

The share of the pension deficit cost allowance associated with former employees of the DNs is recovered via the DN Pension Deficit Charges levied on each of the DNs on a monthly basis. The monthly charges for the financial year 2011/12 are shown in Table 9 DN Pension Deficit Charge below.

**Table 9 DN Pension Deficit Charge**

<b>Invoice</b>	<b>Charge Code</b>	
ADN	N23	
<b>DN</b>	<b>Monthly Charge</b>	<b>Per Annum, £m</b>
<b>East of England</b>	404,104	4.85
<b>London</b>	235,587	2.83
<b>North West</b>	277,507	3.33
<b>West Midlands</b>	200,375	2.40
<b>North of England</b>	257,386	3.09
<b>Scotland</b>	177,739	2.13
<b>South of England</b>	411,649	4.94
<b>Wales and the West</b>	246,487	2.96

## 8 Other Charges

Other Charges include administration charges at Connected System Exit Points, Shared Supply Meter Points and Interconnectors.

### 8.1 Connected System Exit Points (CSEPs)

A CSEP is a system point comprising one or more individual exit points which are not supply meter points. Separate administration processes are required to manage the daily operations and invoicing associated with CSEPs for which an administration charge is made.

The administration charge which applies to CSEPs containing NDM and DM sites is given in Table 10 .

**Table 10 CSEP Administration Charge**

Invoice	Charge Code
ADU	884
<b>Charge per supply point</b>	0.1020 pence per day (£0.37 per annum)

### 8.2 Shared Supply Meter Point Allocation Arrangements

National Grid NTS offers an allocation service for daily metered supply points with AQs of more than 58,600 MWh per annum. This allows up to four (six for VLDMCs) shippers / suppliers to supply gas through a shared supply meter point.

The allocation of daily gas flows between the shippers / suppliers can be done either by an appointed agent or by National Grid NTS.

The administration charges which relate to these arrangements are shown in Table 11. Individual charges depend on the type of allocation service nominated and whether the site is telemetered or non-telemetered.

**Table 11 Shared Supply Meter Point Administration Charges (£ per shipper per supply point)**

Invoice	Charge Code
ADU	884

#### Agent Service

	Telemetered	Non-telemetered
<b>Set-up charge</b>	£107.00	£183.00
<b>Shipper-shipper transfer charge</b>	£126.00	£210.00
<b>Daily charge</b>	£2.55	£2.96

#### National Grid NTS Service

	Telemetered	Non-telemetered
<b>Set-up charge</b>	£107.00	£202.00
<b>Shipper-shipper transfer charge</b>	£126.00	£210.00
<b>Daily charge</b>	£2.55	£3.05

## 8.3 Interconnector

### 8.3.1 Allocation Arrangements at Interconnectors

The allocation charges that apply at interconnectors (GB-Ireland and UK-Continent) and apply for each supply point are shown in Table 12. Allocating daily gas flows between shippers / suppliers can be done either by an appointed agent or by National Grid NTS. The same set up charge applies in either case. The daily charge depends on whether the service is provided through an agent or not.

**Table 12 Allocation Charges at Interconnectors**

Invoice	Charge Code	
ADU	884	
	Set up charge per shipper	Daily charge per shipper
<b>Agent service</b>	£141.70	£1.62
<b>National Grid NTS service</b>	£141.70	£2.46

### 8.3.2 Administration Charges at Moffat

Subject to the Authority's approval of UNC modification 352 (the introduction of an interruptible reverse flow service at Moffat Interconnector), the administration charge applied to shippers using the Moffat interconnector related to operation of the flow control valve and exit flow profile notifications will be set to **£0.00** per shipper per day as shown in Table 13 Administration Charges for Moffat. Should the Authority's approval be delayed this charge change will then be effective from the revised date.

The following administration charges apply only to the GB-Ireland interconnector at Moffat. The charges, which vary if the service is provided via an agent or National Grid NTS, are detailed in Table 13.

**Table 13 Administration Charges for Moffat**

Invoice	Charge Code
ADU	884
	Daily charge per shipper
<b>Agent service</b>	£0.00
<b>National Grid NTS service</b>	£0.00

The charges, with or without an agent, cover the operation of the flow control valve. In addition the National Grid NTS service provides the Exit Flow Profile Notice (EPN).

In the event that the appointed agent fails to provide an EPN to National Grid NTS, the following additional charge will apply:

EPN Default Charge per shipper per event is **£0.00**