

UNIFIED CODE OF OPERATIONS

PART D

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NOMINATIONS ~~AND RENOMINATIONS~~

ALLOCATIONS AND

NDM SUPPLY POINT RECONCILIATION

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VERSION ~~1.0~~1.01

PHASE ONE

~~DRAFT FOR~~POST CONSULTATION DRAFT

~~PHASE ONE (8 OCTOBER 2004)~~18 FEBRUARY 2005

### IMPORTANT NOTE

The Commission has directed Bord Gáis Éireann to develop legal drafting of the Unified Code of Operation ("UCOP") to reflect the Business Rules published by the Commission on 23 July 2004 and the underlying principles of the GMOWG Business Models, and to publish the legal drafting so developed for consultation with industry.

~~The consultation legal drafting is being published in two phases. Phase One includes the General Principles, Capacity, Nominations, Allocations, Balancing, Shrinkage, Administration and NDM sections of the UCOP. Phase Two includes the remaining sections of the UCOP and the Ancillary Agreements referred to therein and is scheduled for publication on or about 19 November 2004.~~ Consultation Legal Drafting in respect of Part B (Nominations, Allocations and NDM Supply Point Reconciliation) was published on the 8 October 2004. The attached represents the ~~Phase One consultation~~ legal drafting of ~~the Part D (Nominations, Allocations and NDM Supply Point Reconciliation sections (Part D))~~ of the UCOP ~~prepared~~ re-drafted by Bord Gáis Éireann in accordance with the directions of the Commission ~~and is being circulated for, following~~ consultation with ~~all~~ industry participants including the Commission, Shippers and ~~the~~ Transporter. ~~The Transporter, therefore, reserves its position accordingly.~~

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## 1. NOMINATIONS AND RENOMINATIONS

### 1.1 General

1.1.1 For the purposes of this Code:

- (a) "**Nomination**" means an Entry Nomination, an Exit Nomination or an IBP Nomination or such one or more of them as the context may require and, where the context also requires, references to a Nomination may be construed as a reference to the Nominated Quantity specified therein;
- (b) "**Renomination**" means a revision of the Nominated Quantity or Renominated Quantity in an earlier Valid Nomination or Valid Renomination and, where the context so requires, references to a Renomination may be construed as a reference to the Renominated Quantity specified therein;
- (c) "**Valid Nomination**" means a Valid Entry Nomination, a Valid Exit Nomination or a Valid IBP Nomination or such one or more of them as the context may require;
- (d) "**Valid Renomination**" means a Valid Entry Renomination, a Valid Exit Renomination or a Valid IBP Renomination or such one or more of them as the context may require;
- (e) "**Nominated Quantity**" or "**Renominated Quantity**", as the case may be, means the quantity of Natural Gas (in kWh) specified in a Shipper's Nomination or Renomination;
- (f) "**End of Day Quantity**" or "**EODQ**" means the quantity of Natural Gas to be delivered at an Entry Point on a Day as notified to the Transporter by an agent appointed pursuant to the Entry Point Procedures or, where there is no such agent in place, or where there is no such quantity notified by such agent, the aggregate of all Valid Entry Nominations and Valid Entry Renominations by all Registered Shippers at the relevant Entry Point in respect of the Day;
- (g) "**Entry Nomination**" means a notification by a Registered Shipper at an Entry Point to the Transporter of its intention to deliver a Nominated Quantity to the Transportation System at such Entry Point on a Day;
- (h) "**Entry Renomination**" means a Renomination with respect to a Valid Entry Nomination or a Valid Entry Renomination by a Registered Shipper at an Entry Point;
- (i) "**Valid Entry Nomination**" or "**Valid Entry Renomination**" ~~means an Entry Nomination or an Entry Renomination, as the case may be, that has been accepted by the Transporter in accordance with~~

~~the provisions of~~ shall have the meaning in Sections 1.2.2(c) or ~~1.2.5, 1.2.5(i)~~, as appropriate;

- (j) **"Exit Nomination"** means one or more of a LDM Exit Nomination, a DM Exit Nomination or a NDM Exit Nomination as the context may require;
- (k) **"Exit Renomination"** means a Renomination with respect to a Valid Exit Nomination or a Valid Exit Renomination by a Registered Shipper at an Offtake Point;
- (l) **"LDM Exit Nomination"** means a notification by a Shipper to the Transporter of its intention to offtake a Nominated Quantity from the Transportation System on a Day at a LDM Offtake pursuant to such Shippers relevant LDM Agreement at which such Shipper is the Registered Shipper;
- (m) **"DM Exit Nomination"** means a notification by a Shipper to the Transporter of its intention to offtake a Nominated Quantity from the Transportation System on a Day at or in respect of one or more DM Offtakes at which the Shipper is the Registered Shipper;
- (n) **"NDM Exit Nomination"** means a notification by a Shipper to the Transporter of its intention to offtake a Nominated Quantity from the Transportation System on a Day in respect of one or more NDM Supply Points at which the Shipper is the Registered Shipper;
- (o) **"Valid Exit Nomination"** or **"Valid Exit Renomination"** ~~means an Exit Nomination or an Exit Renomination, as the case may be, that has been accepted by the Transporter in accordance with the provisions of~~ shall have the meaning in Sections 1.2.3(c) or ~~1.2.5, 1.2.5(i)~~, as appropriate;
- (p) **"IBP Nomination"** means an IBP Sell Nomination and/or an IBP Buy Nomination as appropriate;
- (q) **"IBP Renomination"** means a revision of a Nominated Quantity or Renominated Quantity in an earlier Valid IBP Nomination or Valid IBP Renomination;
- (r) **"IBP Sell Nomination"** means a notification submitted by a Shipper registered as holding Active Entry Capacity in connection with a quantity of Natural Gas that is to be relinquished at the IBP on a Day by such Shipper;
- (s) **"IBP Buy Nomination"** means a notification submitted by a Shipper registered as holding Active Exit Capacity in connection with a quantity of Natural Gas to be acquired at the IBP on a Day by such Shipper;

- (t) **"Valid IBP Nomination"** or **"Valid IBP Renomination"** means an IBP Nomination or an IBP Renomination, as the case may be, that has been accepted by the Transporter and has been matched by an equal and opposite IBP Nomination or IBP Renomination and, where the context so requires, **"Valid IBP Sell Nomination"**, **"Valid IBP Buy Nomination"**, **"Valid IBP Sell Renomination"** and **"Valid IBP Buy Renomination"** shall be construed accordingly; and
- (u) **"Implied Nomination Flow Rate"** or **"INFR"** means the rate (in kWh) at which a Nominated Quantity or Renominated Quantity is deemed to be delivered to or offtaken from the Transportation System on a Day as determined in accordance with Section 1.4.

1.1.2 A Registered Shipper shall be deemed to have made a zero Entry Nomination at an Entry Point, and/or a zero Exit Nomination in respect of a LDM Offtake (pursuant to a LDM Agreement), DM Offtake(s) or NDM Supply Point(s) and/or a zero IBP Nomination respectively, if:

- (a) the Shipper has not made such a Nomination in relation to that Day; or
- (b) the Shipper's relevant Nomination(s) in relation to that Day is rejected or revoked in accordance with this Code.

1.1.3 Timing

- (a) For the purposes of this Code, any change in the rate of delivery of Natural Gas to the Transportation System by a Shipper following a Valid Entry Renomination shall only commence at the Renomination Effective Time.
- (b) For the purposes of this Code, any change in the rate of offtake of Natural Gas from the Transportation System by a Shipper following a Valid Exit Renomination shall only commence at the Renomination Effective Time.

1.1.4 Where a Shipper is registered as holding both Entry Capacity and Back-Up Entry Capacity at an Entry Point it shall submit separate and independent Nominations in respect of quantities of Natural Gas for delivery to the Transportation System for each such category of Capacity.

1.1.5 A Shipper which is registered at an Entry Point or which is a Registered Shipper at an Offtake Point shall be entitled to submit relevant Nominations subject to and in accordance with this Code.

1.1.6 Where a Shipper holds multiple LDM Agreements in respect of a LDM Offtake, the Shipper shall submit separate LDM Exit Nominations pursuant to each such LDM Agreement.

## 1.2 Nomination Process

### 1.2.1 Nominations

(a) Nominations shall be submitted no earlier than thirty-one (31) days prior to the Day ("**Nomination Start Time**") and not later than 10:00 hours on D-1 ("**Nomination End Time**") in accordance with the provisions of this Section 1.

(b) Each Registered Shipper shall submit accurate information with respect to Nominations ~~in accordance with:~~

~~(i) the provisions of this Section 1;~~

~~(ii) any relevant LDM Agreement; and~~

~~(iii) this Code generally;~~

~~including information with respect to the quantities of Natural Gas (and, particularly in the case of LDM Offtakes, rates and times of offtake) that it intends or expects to deliver to, or offtake from, the Transportation System, or acquire or relinquish at the IBP, each Day.~~

### 1.2.2 Entry Nominations

(a) Each Entry Nomination shall specify the information necessary to enable the Transporter to process the Nomination as set out in Schedule 2 Part 1 including the following:

- (i) the Day in respect of which the Entry Nomination is being made;
- (ii) the Entry Point in respect of which the Entry Nomination is being made;
- (iii) the Nominated Quantity (in kWh);
- (iv) the identity of the Shipper making the Entry Nomination;
- (v) in the event that there is no Entry Allocation Agent, the identity and contact details of the Third Party Shipper(s) with the corresponding quantities of Natural Gas to be delivered by such Third Party Shipper(s); and
- (vi) whether the Entry Nomination is being made with respect to Back-Up Entry Capacity.

(b) The Transporter may ~~accept~~approve for processing an Entry Nomination received at any time during the period commencing with

the Nomination Start Time and ending on the Nomination End Time, when:

(i) such Entry Nomination has been submitted by a Shipper in accordance with Sections 1.2.1 and 1.2.2(a);

~~(ii) the Shipper submitting the Entry Nomination achieves a Zero Imbalance Position in accordance with Section 1.3.4(a); and~~

(ii) ~~(iii)~~ the Nominated Quantity (in kWh) is:

- (1) less than or equal to the Shipper's Active Entry Capacity; or
- (2) in excess of Shipper's Active Entry Capacity and has not been rejected by the Transporter pursuant to Section 1.2.2(~~f~~g).

An Entry Nomination which is not approved for processing in accordance with this Section 1.2.2(b) shall be rejected.

(c) The Transporter shall accept an Entry Nomination which has been approved for processing pursuant to Section 1.2.2(b) or 1.2.3(g) at any time during the period commencing with the Nomination Start Time and ending with the Nomination End Time when the Shipper achieves a Zero Imbalance Position in accordance with Section 1.3.4(a). An Entry Nomination which has been accepted by the Transporter pursuant to this Section 1.2.2(c) shall be a valid Entry Nomination ("Valid Entry Nomination").

(d) ~~(e)~~ Where a Shipper has submitted an Entry Nomination in accordance with Sections 1.2.1 and 1.2.2(a) and such an Entry Nomination ~~has~~is:

(i) not already ~~become~~ a Valid Entry Nomination, then at any time following the ~~date on~~time at which the Entry Nomination was submitted and before the Nomination End Time and before such Entry Nomination is a Valid Entry Nomination, the Shipper shall be entitled to resubmit the Entry Nomination specifying a revised Nominated Quantity and such resubmitted Entry Nomination shall supersede the previously submitted Entry Nomination; or

(ii) ~~become~~ a Valid Entry Nomination, then at any time before the Nomination End Time, the Shipper shall be entitled to resubmit the Entry Nomination specifying a revised Nominated Quantity, provided always that an Entry Nomination submitted pursuant to this Section 1.2.2(~~e~~d)(ii) shall only supersede the Valid Entry



Nomination when it is accepted by the Transporter pursuant to Section 1.2.2(~~b~~c) and itself becomes a Valid Entry Nomination.

(e) ~~(d)~~—The Transporter will, after 10:00 hours on D-1, reject an Entry Nomination that has not previously become a Valid Entry Nomination, for any of the following reasons:

(i) ~~it was not submitted by a Shipper in accordance with the requirements specified in Sections 1.2.1 and 1.2.2(a) or any other relevant provision of this Code;~~ the Entry Nomination has not been approved for processing in accordance with Section 1.2.2(b) or Section 1.2.2(g) prior to the Nomination End Time; or

~~(ii) it specifies a Nominated Quantity in excess of the Shipper's Active Entry Capacity and the Transporter has determined to reject it in accordance with Section 1.2.2(f);~~

~~(iii) it was received by the Transporter earlier than the Nomination Start Time or later than the Nomination End Time;~~

~~(iv) it does not meet the requirements of Section 1.4;~~

(ii) ~~(v)~~—it has not achieved a Zero Imbalance Position by 10:00 hours on D-1; ~~or~~ 1.

~~(vi) where the application of Part B (General Principles) so requires.~~

(f) ~~(e)~~—The Transporter may also reject an Entry Nomination made with respect to Back-Up Entry Capacity where, in the reasonable opinion of the Transporter, the acceptance of such Nomination may prejudice and/or adversely affect the utilisation of Active Entry Capacity (not being Back-Up Entry Capacity) by, or to be utilised by, any ~~other~~ Shipper.

(g) ~~(f)~~—Where ~~a Shipper~~ the Transporter has ~~submitted~~ received an Entry Nomination in accordance with Sections 1.2.1 and 1.2.2(a) but which specifies a Nominated Quantity in excess of ~~such~~ the relevant Shipper's Active Entry Capacity:

(i) the Transporter shall be entitled to determine that such Entry Nomination is not acceptable and accordingly, reject the Entry Nomination; or

(ii) if within two (2) hours of the Transporter receiving the Entry Nomination:

- (1) the Transporter has not notified the Shipper of its determination, the Entry Nomination shall be deemed to have been rejected by the Transporter; or
- (2) the Transporter notifies the Shipper that the Entry Nomination has not been rejected on the basis that it specifies a Nominated Quantity in excess of the Shipper's Active Entry Capacity, then, subject to the Transporter's subsequent right of revocation pursuant to Section 1.5.1, the Entry Nomination may be [approved by the Transporter for processing and thereafter](#) accepted by the Transporter when the Shipper achieves a Zero Imbalance Position in accordance with Section 1.3.4(a).

### 1.2.3 Exit Nominations

- (a) An Exit Nomination shall specify the information necessary to enable the Transporter to process the Nomination [as set out in Schedule 2 Part 2](#) including the following:
  - (i) the Day in respect of which the Exit Nomination is being made;
  - (ii) the identity of the Shipper making the Exit Nomination; and
  - (iii) where the Exit Nomination is a:
    - (1) LDM Exit Nomination:
      - (A) the Offtake Point;
      - (B) the Nominated Quantity (in kWh); and
      - (C) an hourly offtake profile (in kWh) in accordance with the provisions of the relevant LDM Agreement;
      - [\(D\) the applicable LDM Agreement;](#)
    - (2) DM Exit Nomination, the aggregate Nominated Quantity (in kWh) in respect of all DM Offtakes at which the Shipper is a Registered Shipper; or
    - (3) NDM Exit Nomination, the aggregate Nominated Quantity (in kWh) of Natural Gas for onward delivery to NDM Supply Points at which the Shipper is a Registered Shipper.
- (b) The Transporter may ~~accept~~[approve for processing](#) an Exit Nomination [received](#) at any time during the period commencing with the Nomination Start Time and ending on the Nomination End Time, when:
  - (i) such Exit Nomination has been submitted by a Shipper in accordance with Sections 1.2.1 and 1.2.3(a);

~~(ii) — the Shipper submitting the Exit Nomination achieves a Zero Imbalance Position in accordance with Section 1.3.4(a); and~~

(ii) ~~(iii)~~ the Nominated Quantity (in kWh) is:

- (1) less than or equal to the Shipper's Active Exit Capacity; or
- (2) in excess of the Shipper's Active Exit Capacity and has not been rejected pursuant to Section 1.2.3~~(ef)~~;

(iii) in the case of a LDM Exit Nomination, it results in an Implied Nomination Flow Rate which does not exceed the MHQ at the LDM Offtake and otherwise complies with the requirements of the relevant LDM Agreement;

(iv) in the case of a LDM Exit Nomination at a Multiple Shipper LDM Offtake the Implied Nomination Flow Rate of the Nomination as submitted, in conjunction with the Implied Nomination Flow Rate in respect of all other Valid Nominations at such LDM Offtake would result in an Implied Nomination Flow Rate which does not exceed the MHQ at the LDM Offtake;

(v) in the case of a LDM Exit Nomination it specifies an hourly offtake profile which, in respect of each hour, does not exceed the MHQ at such LDM Offtake; and

(vi) in respect of a Multiple Shipper LDM Offtake, the Nomination specifies an hourly offtake profile which when aggregated with the hourly offtake profile in the Nomination(s) submitted in respect of that LDM Offtake and by all Registered Shippers at such LDM Offtake does not exceed, in respect of one or more hours, the MHQ at the LDM Offtake.

An Exit Nomination which is not approved for processing pursuant to this Section 1.2.3(b) or Section 1.2.3(f)(ii)(2) will be rejected.

(c) The Transporter shall accept an Exit Nomination which has been approved for processing pursuant to Section 1.2.3(b) or Section 1.2.3(f)(ii)(2) at any time during the period commencing with the Nomination Start Time and ending with the Nomination End Time when the Shipper achieves Zero Imbalance Position in accordance with Section 1.3.4(a). An Exit Nomination which is accepted by the Transporter pursuant to this Section 1.2.3(c) shall be a valid Exit Nomination (“Valid Exit Nomination”).

An Exit Nomination which does not become a Valid Exit Renomination in accordance with this Section 1.2.3(c) shall be rejected.

- (d) ~~(e)~~ Where a Shipper has submitted an Exit Nomination in accordance with Sections 1.2.1 and 1.2.3(a) and such Exit Nomination ~~has~~ is:
- (i) not already ~~become~~ a Valid Exit Nomination, then at any time following the ~~date on~~ time at which the Exit Nomination was submitted and before the Nomination End Time and before such Nomination is a Valid Nomination, the Shipper shall be entitled to resubmit the Exit Nomination specifying a revised Nominated Quantity and such resubmitted Exit Nomination shall supersede the previously submitted Exit Nomination; or
  - (ii) ~~become~~ a Valid Exit Nomination, then at any time before the Nomination End Time, the Shipper shall be entitled to resubmit the Exit Nomination specifying a revised Nominated Quantity provided always that an Exit Nomination submitted pursuant to this Section 1.2.3(~~ed~~ed)(ii) shall only supersede the Valid Exit Nomination when it is accepted by the Transporter pursuant to Section 1.2.3(b) and itself becomes a Valid Exit Nomination.
- (e) ~~(d)~~ The Transporter will, after 10:00 hours on D-1, reject an Exit Nomination that has not previously become a Valid Exit Nomination, for any of the following reasons:
- (i) it was not ~~submitted by the Shipper in accordance with the requirements specified in Sections 1.2.1 and 1.2.3(a) or any other relevant provision of this Code;~~
  - ~~(ii) it specifies a Nominated Quantity in excess of the Shipper's Active Exit Capacity and the Transporter has determined to reject it~~ approved for processing in accordance with Section 1.2.3(~~e~~ed); ~~b) or 1.2.3(f) prior to the Nomination End Time; or~~
  - ~~(iii) in the case of a LDM Offtake, it results in an Implied Nomination Flow Rate which is greater than the MHQ at such LDM Offtake or otherwise fails to comply with the requirements of the relevant LDM Agreement;~~
  - ~~(iv) it specifies an hourly offtake profile for the LDM Offtake which exceeds, in respect of one (1) or more hours, the Shipper's MHQ at such LDM Offtake;~~
  - ~~(v) it was received by the Transporter earlier than the Nomination Start Time or later than the Nomination End Time;~~
  - ~~(vi) it does not meet the requirements of Section 1.4;~~

~~(ii)~~ ~~(vii)~~ it has not achieved a Zero Imbalance Position by 10:00 hours on D-1; ~~or~~ 1.

~~(viii) where the application of Part B (General Principles) so requires.~~

~~(f)~~ ~~(e)~~ Where ~~a Shipper~~ the Transporter has ~~submitted~~ received an Exit Nomination in accordance with Sections 1.2.1 and 1.2.3(a) but which specifies a Nominated Quantity in excess of ~~such~~ the relevant Shipper's Active Exit Capacity:

(i) the Transporter shall be entitled to determine that such Exit Nomination is not acceptable and, accordingly, reject the Exit Nomination;

(ii) if within two (2) hours of the Shipper submitting the Exit Nomination:

(1) the Transporter has not notified the Shipper of its determination, the Exit Nomination shall be deemed to have been rejected by the Transporter; or

(2) the Transporter notifies the Shipper that the Exit Nomination has not been rejected on the basis that it specifies a Nominated Quantity in excess of the Shipper's Active Exit Capacity, then, subject to the Transporter's subsequent right of revocation pursuant to Section 1.5.1, the Exit Nomination may be approved for processing by the Transporter and subsequently accepted by the Transporter when the Shipper achieves a Zero Imbalance Position in accordance with Section 1.3.4(a).<sub>2</sub>

An Exit Nomination in excess of Active Exit Capacity which is not approved for processing in accordance with this Section 1.2.3(f) shall be rejected.

#### 1.2.4 Under Deliveries and Over Deliveries

- (a) If there are, or are likely to be, Under Deliveries of the Nominated Quantities of a Shipper's Natural Gas at an Entry Point, for whatever reason on any Day, the Transporter shall not be liable to any Registered Shipper at such Entry Point to provide Natural Gas to make up such Under Delivery.
- (b) If there are, or are likely to be, Over Deliveries of the Nominated Quantities of a Shipper's Natural Gas at an Entry Point on any Day the Transporter will be under no obligation to store the Natural Gas in the Transportation System.

## 1.2.5 Renominations

- (a) A Shipper may, consistent with the terms of this Code and/or any relevant Connected System Agreement and/or any Ancillary Agreement, submit a **Renomination request** to amend the Nominated Quantity specified in any previous Valid Nomination or Valid Renomination by making a Renomination.
- (b) A Shipper may only make a Renomination between 18:00 hours on D-1 ("**Renomination Start Time**") and 01:45 hours on Day D ("**Renomination End Time**") and the Transporter shall not be required to accept a Renomination notified earlier than the Renomination Start Time or later than the Renomination End Time.
- (c) The Transporter shall, subject to and in accordance with this Code accept Renominations properly submitted in accordance with this Code.
- (d) ~~(e)~~ Except as otherwise specified in this Code, a Valid Renomination shall supersede a previous Valid Nomination or a previous Valid Renomination that has been made by the Shipper with respect to the same Entry Point ~~or Offtake Point~~, the same LDM Offtake (and pursuant to the same LDM Agreement) or with respect to DM Offtakes or for onward delivery to NDM Supply Points, as the case may be.
- (e) ~~(d)~~ A Renomination shall specify the information set out in Schedule 2 Part 3 required to be submitted for Nominations in accordance with Section 1.2.2(a), 1.2.3(a), 1.2.6(a), 1.2.6(b) or 1.2.6(c), as the case may be, ~~and, in addition, such information as is necessary to enable the Transporter to process the Renomination~~ including the following:
  - (i) the previous Valid Nomination or Valid Renomination which the Renomination is intended to supersede;
  - (ii) in respect of a Renomination(s) in respect of an LDM Offtake the time at which the Shipper expects the Renomination to become effective (such expected time to be reflected in the hourly offtake profile in connection with such Renomination), subject to the relevant notice periods in accordance with ~~Sections 1.3.1 and~~ Section 1.8;
  - (iii) the Renominated Quantity (in kWh); and
  - (iv) the identity of the Shipper making the Renomination.
- (f) ~~(e)~~ The Transporter may ~~accept~~ approve for processing a Renomination received at any time during the period commencing with the Renomination Start Time and ending on the Renomination End Time~~:~~

~~(i) when such Renomination has been submitted in accordance with Sections 1.2.1(b), 1.2.5(b) and 1.2.5(d); and~~

~~(ii) where the Renomination is in respect of:~~

~~(1) a Valid Entry Nomination, a Valid Exit Nomination, a Valid Entry Renomination or a Valid Exit Renomination, as appropriate, when the Shipper submitting the Renomination achieves a Zero Imbalance Position in accordance with Section 1.3.4(b) within one (1) hour of the time it is received by the Transporter; or~~

~~(2) a Valid IBP Nomination or a Valid IBP Renomination, when the Renomination is matched with an equal and opposite IBP Nomination or IBP Renomination, as appropriate, within one (1) hour of the time it is received by the Transporter.~~

(g) ~~(f)~~ The Transporter will, ~~for any of the following reasons, not approve a Renomination for processing and accordingly~~ reject a Renomination that:

(i) was not submitted in accordance with Sections 1.2.1 or 1.2.5~~(d)~~ ~~or any other relevant provision of this Code~~;

~~(ii) results in a Renomination Effective Time which falls outside the required notice periods in accordance with Sections 1.1.3 and 1.8;~~

~~(iii) other than in the case of an IBP Renomination, does not achieve or maintain a Zero Imbalance Position within one (1) hour of submission;~~

(ii) ~~(iv)~~ in the case of an IBP Renomination, does not match with an equal and opposite IBP Nomination or IBP Renomination, as appropriate, within one (1) hour of the time it is submitted;

(iii) ~~(v)~~ in the case of a LDM Offtake, ~~is not submitted in accordance with~~ it results in an Implied Nomination Flow Rate which is greater than the MHQ at such LDM Offtake or otherwise fails to comply with the requirements of the relevant LDM Agreement;

(iv) in the case of a Multiple Shipper LDM Offtake the Implied Nomination Flow Rate of the Renomination as submitted, in conjunction with the Implied Nomination Flow Rate in respect of all Valid Nominations or Valid Renominations at such LDM

Offtake would result in an Implied Nomination Flow Rate which is greater than the MHQ at the LDM Offtake;

(v) it specifies an hourly offtake profile for the LDM Offtake which exceeds, in respect of one (1) or more hours, the MHQ at such LDM Offtake;

(vi) in respect of a Multiple Shipper LDM Offtake the Renomination specifies an hourly offtake profile which when aggregated with the hourly offtake profiles in the Valid Nominations, Valid Renominations and Renominations submitted in respect of that LDM Offtake exceeds, in respect of one (1) or more hours, the MHQ at the LDM Offtake;

(vii) ~~(vi)~~ was submitted before the Renomination Start Time or after the Renomination End Time; or

(viii) ~~(vii) results in a negative INFR; or~~ results in a negative INFR (save in respect of an Entry Renomination or a Renomination in respect of a quantity of Natural Gas for onward delivery to NDM Supply Points submitted in accordance with the NDM Nomination Advice issued by the Transporter).

~~(viii) where the application of Part B (General Principles) so requires.~~

(h) ~~(g)~~ The Transporter may ~~reject a Renomination~~ (notwithstanding that such Renomination has not been rejected pursuant to Section 1.2.5(g)) not approve a Renomination for processing for any of the following reasons:

(i) subject to Section 1.2.5(j) which specifies a Nominated Quantity (in kWh) in excess of such Shipper's relevant Active Capacity on the Day;

(ii) results in a Renomination Effective Time which falls outside the required notice periods in accordance with 1.8;

(iii) ~~(ii)~~ made with respect to a Back-Up Entry Capacity reservation where, in the reasonable opinion of the Transporter, the acceptance of such Renomination may prejudice and/or adversely affect the utilisation of Active Entry Capacity (not being Back-Up Capacity) by, or to be utilised by, any Shipper;

(iv) ~~(iii)~~ where there are difficulties due to the profiling of Natural Gas into the Transportation System at an Entry Point such that, on a Day in respect of which the Renomination is submitted, the hourly gas flows into the Transportation System ~~may be~~ are greater than the EODQ divided by twenty four (24) during the early hours of



the Day ~~which would adversely affect~~such that the Transporter's ability to accept such ~~Entry Renominations~~is adversely affected; ~~or~~

~~(v)~~ ~~(iv)~~ where there are difficulties due to the profiling of Natural Gas from the Transportation System at Offtake Points such that on a Day in respect of which the Renomination is submitted, the hourly Gas flows out of the Transportation System ~~may be~~are greater than the EODQ divided by twenty four (24) during the early hours of the Day ~~which may adversely affect~~and the Transporter's ability to accept ~~Exit Renominations~~Renominations is adversely affected; or

~~(vi)~~ made in respect of an Entry Point and which results in a negative INFR.

(i) The Transporter shall accept a Renomination which has been approved for processing where the Renomination is in respect of:

(i) a Valid Entry Nomination, a Valid Exit Nomination, a Valid Entry Renomination or a Valid Exit Renomination, as appropriate, when the Shipper submitting the Renomination achieves a Zero Imbalance Position in accordance with Section 1.3.4(b) within one (1) hour of the time that such Renomination is approved for processing by the Transporter

(ii) a Valid IBP Nomination or a Valid IBP Renomination, when the Renomination is matched with an equal and opposite IBP Nomination or IBP Renomination, as appropriate, within one (1) hour of the time it is received by the Transporter.

A Renomination which is accepted pursuant to this Section 1.2.5(i) shall become a valid Entry Renomination ("Valid Entry Renomination") or a valid Exit Renomination ("Valid Exit Renomination") as the case may be. A Renomination which is not accepted pursuant to this Section 1.2.5(i) shall be rejected.

(i) Where a Shipper has submitted a Renomination in accordance with Section 1.2.5 which specifies a Renominated Quantity in excess of such Shipper's Active Capacity:

(i) the Transporter shall be entitled to determine that such Renomination is not acceptable and accordingly reject the Renomination; or

(ii) if within two hours of the Transporter receiving the Renomination:

- (1) the Transporter has not notified the Shipper of its determination, the Renomination shall be deemed to have been approved for processing by the Transporter; or
  - (2) the Transporter notifies the Shipper that the Renomination has not been rejected on the basis that it specifies a Renominated Quantity in excess of the Shipper's Active Capacity, then, subject to the Transporter's subsequent right of revocation pursuant to Section 1.5.1, the Renomination may be approved by the Transporter for processing and thereafter accepted by the Transporter in accordance with Section 1.2.5(i);
- (k) ~~(h)~~—Where the Transporter has neither approved nor rejected a Renomination which has been submitted by a Shipper in accordance with this Section 1 within two (2) hours of its receipt by the Transporter; the Renomination shall be deemed to be ~~accepted~~approved for processing by the Transporter; ~~in accordance with Section 1.2.5(f).~~
- (l) ~~(i)~~—Where the Transporter rejects a Renomination, the prevailing Valid Nomination or Valid Renomination ~~(if any)~~ shall remain in place.

#### 1.2.6 IBP Nominations

- (a) A Shipper may make an IBP Nomination where:
  - (i) in the case of an IBP Sell Nomination, it holds in aggregate Active Entry Capacity on the Day which is at least equal to the Nominated Quantity specified in the IBP Sell Nomination; and
  - (ii) in the case of an IBP Buy Nomination, it holds in aggregate Active Exit Capacity on the Day which is at least equal to the Nominated Quantity specified in the IBP Buy Nomination.
- (b) An IBP Buy Nomination shall specify the information necessary to enable the Transporter to process the IBP Nomination as set out in Schedule 2 Part 4 including the following:
  - (i) the Day in respect of which the IBP Buy Nomination is being made;
  - (ii) the Nominated Quantity (in kWh);
  - (iii) details of the matching IBP Sell Nomination, including the identity and contact details of the counter-party Shipper; ~~and~~
  - (iv) the identity of the Shipper making the IBP Buy Nomination; and
  - (v) details of the Shipper's Active Exit Capacity (where required).

- (c) An IBP Sell Nomination shall specify the information necessary to enable the Transporter to process the IBP Sell Nomination as set out in Schedule 2 Part 5 including the following:
- (i) the Day in respect of which the IBP Sell Nomination is being made;
  - (ii) the Nominated Quantity (in kWh);
  - (iii) details of the matching IBP Buy Nomination, including the identity and contact details of the counter-party Shipper; ~~and~~
  - (iv) the identity of the Shipper making the IBP Sell Nomination; and
  - (v) details of the Shipper's Active Entry Capacity (where required).
- (d) The Transporter ~~may~~shall accept an IBP Nomination received at any time after the Nomination Start Time and before the Nomination End Time where such IBP Nomination:
- (i) has been submitted in accordance with Section 1.2.1 and Sections 1.2.6(a), 1.2.6(b) and 1.2.6(c) (as appropriate);
  - (ii) specifies a Nominated Quantity which does not exceed the Shipper's Active Capacity on the Day; and
  - (iii) is matched with an equal and opposite IBP Buy Nomination or IBP Sell Nomination, as appropriate, within one (1) hour of the time it was submitted;
  - (iv) is not required to be rejected by the Transporter in accordance with Section 1.2.6(e).
- (e) The Transporter ~~may~~shall reject an IBP Nomination:
- (i) which is not submitted in accordance with Section 1.2.6(a), 1.2.6(b) and/or 1.2.6(c);
  - (ii) which does not match with an equal and opposite IBP Nomination within one (1) hour of the time it is submitted;
  - (iii) which is submitted earlier than the Nomination Start Time or later than the Nomination End Time; or
  - (iv) where the IBP Nomination is an:
    - (1) IBP Sell Nomination, which specifies a Nominated Quantity in excess of such Shipper's Active Entry Capacity on the Day; or

- (2) IBP Buy Nomination, which specifies a Nominated Quantity in excess of such Shipper's Active Exit Capacity on the Day.

### 1.3 Zero Imbalance Position

- 1.3.1 Each Shipper shall ensure that Nominations and Renominations submitted by such Shipper achieve and/or maintain a Zero Imbalance Position in accordance with this Section 1.3.
- 1.3.2 A Shipper shall nominate an initial Zero Imbalance Position by 10:00 hours on D-1, and shall use reasonable endeavours to maintain a Zero Imbalance Position thereafter throughout the Day.
- 1.3.3 Notwithstanding the provisions of Sections 1.3.1 and 1.3.2 above it is acknowledged that a Shipper may fail to achieve or maintain a Zero Imbalance Position as a result of:
- (a) Valid IBP Nominations in accordance with Section 1.2.6; or
- (b) revocation by the Transporter of a Valid Nomination(s) or Valid Renomination(s) in accordance with the provisions of Section 1.5.
- 1.3.4 The Zero Imbalance Position for each Shipper shall be determined as:
- (a) in the case of a Nomination which is not the subject of a Renomination:

$$(\sum ENQ + \sum IBP Buys) - (\sum EXNQ + \sum IBP Sells) = 0$$

For the avoidance of doubt, if a Shipper has achieved a Zero Imbalance Position prior to 10:00 hours on D-1 and has Valid Nominations and such Shipper subsequently resubmits its Nomination or submits a new Nomination, then only such resubmitted Nomination or new Nomination will be rejected as a result of the Shipper failing to achieve a Zero Imbalance Position at 10:00 hours on D-1; and

- (b) in the case of any Renomination:

$$(\sum ENRNQ + \sum IBP Buys) - (\sum EXRNQ + \sum IBP Sells) = 0$$

For the avoidance of doubt, if a Shipper fails to achieve a Zero Imbalance Position with respect to a Renomination then only such Renomination will be rejected and any prevailing Valid Nomination or Valid Renominations will not be affected.

Where in respect of Sections 1.3.4(a) and (b):

ENQ = the Shipper's Entry Nomination;

IBP Buys = the Shipper's Valid IBP Buy Nomination(s) or Valid IBP Buy Renomination(s), as appropriate;

- EXNQ = the Shipper's Exit Nomination;
- IBP Sells = the Shipper's Valid IBP Sell Nomination(s) or Valid IBP Renomination(s), as appropriate;
- ENRNQ = the Shipper's Entry Nomination or Entry Renomination, as appropriate; and
- EXRNQ = the Shipper's Exit Nomination or Exit Renomination, as appropriate.

1.3.5 Nominations in respect of Shrinkage Gas or as a result of a Balancing Gas Buy shall not be required to achieve a Zero Imbalance Position and shall be disregarded for the purposes of determining whether a Shipper has achieved a Zero Imbalance Position.

#### 1.4 Calculation of the Implied Nomination Flow Rate

1.4.1 The Implied Nomination Flow Rate shall be calculated as follows:

- (a) in the case of an Entry Nomination or an Exit Nomination which is not the subject of an Entry Renomination or Exit Renomination:

$$\text{INFR} = \text{NQ}/24$$

- (b) in the case of any Renomination in respect of any Entry Nomination or Exit Nomination:

$$\text{INFR} = \text{RQ}/T$$

where in respect of ~~both Sections~~ Section 1.4.1 ~~(a) and 1.4.1(b)~~:

- INFR = the Implied Nomination Flow Rate;
- NQ = the Nominated Quantity in respect of a Day;
- RQ = the undelivered part of the Renominated Quantity at the Renomination Effective Time, being the Renominated Quantity less the quantity deemed to have been delivered to or offtaken from the Transportation System at any time prior to the Renomination Effective Time which quantity shall be:

(i) in respect of a LDM Offtake that quantity metered as offtaken at such LDM Offtake at the time of receipt by the Transporter of the Renomination plus the quantity anticipated to be

offtaken by reference to the hourly offtake profile of the prevailing Valid Nomination or Valid Renomination between the time of submission of the Renomination and the Renomination Effective Time or, where the quantity metered as offtaken at such LDM Offtake is not available the quantity calculated by reference to the hourly offtake profile of the prevailing Valid Nomination or the prevailing Valid Renomination up to the Renomination Effective Time;

(ii) in respect of an Entry Point, DM Offtakes, or for onward transportation to NDM Supply Points that quantity calculated by reference to the applicable INFR of the prevailing Valid Nomination or Valid Renomination immediately prior to the expected Renomination Effective Time; and

T = the period of time (measured in hours) from the point in time when the Renomination would become effective until the end of the Day.

## 1.5 Revocation of Valid Nominations

1.5.1 The Transporter shall be entitled to revoke or limit any Valid Nomination or Valid Renomination in accordance with Section 1.5.2 where:

- (a) the Nominated Quantity or Renominated Quantity specified in a Shipper's Valid Nomination or Valid Renomination, as the case may be, is in excess of such Shipper's Active Capacity or is in breach of any applicable requirements of this Code; and
- (b) it considers such revocation of a Shipper's Valid Nomination or Valid Renomination to be required in order to accommodate Nominations and Renominations by Shippers which specify Nominated Quantities which are not in excess of their Active Capacity.

1.5.2 Where the Transporter proposes to exercise its right to revoke or limit a Valid Nomination or Valid Renomination pursuant to Section 1.5.1, then:

- (a) the Transporter shall notify all relevant Shippers that have prevailing Valid Nominations or Valid Renominations specifying a Nominated Quantity or Renominated Quantity in excess of their relevant Active Capacity, that their Nominated Quantity or Renominated Quantity, as the case may be, can no longer be accommodated on the Transportation System;
- (b) within one (1) hour of receipt of such notification, the Shipper shall be required to submit a revised Nomination(s) or Renomination(s) which

specifies a Nominated Quantity(s) which is not in excess of its [relevant](#) Active Capacity and achieve a Zero Imbalance Position;

- (c) if the Shipper has not resubmitted its Nomination(s) or Renomination(s) and/or has failed to achieve a Zero Imbalance Position within the one (1) hour time period in accordance with Section 1.5.2(b) or any such Nomination or Renomination has failed to become a Valid Nomination or Valid Renomination the Transporter shall be entitled, but not obliged, to:
  - (i) revoke the Shipper's Valid Nomination or Valid Renomination in accordance with Section 1.5.1; and
  - (ii) take whatever action it deems necessary to limit the Nominated Quantity or Renominated Quantity in such Shipper's Nomination or Renomination, as appropriate, so that it does not exceed the Shipper's Active Capacity and, where such action is taken by the Transporter, the Shipper shall be deemed to have a Renominated Quantity in respect of the limited Nominated Quantity or Renominated Quantity, as the case may be; and
- (d) the Transporter shall reject any subsequent Nominations or Renominations made in respect of the Day by Shippers where the Nominated Quantity or Renominated Quantity specified therein is in excess of such Shipper's Active Capacity.

## 1.6 NDM Nomination Advice

- 1.6.1 The Transporter shall use reasonable endeavours by 09:00 hours on D-1 to advise each Shipper registered as holding NDM Exit Capacity of the quantity of Natural Gas (based on the Transporter's forecast of Natural Gas consumption at NDM Supply Points for the Day) to be nominated for a Day in respect of such Shipper's NDM Supply Points by way of a NDM Exit Nomination ("**NDM Nomination Advice**").
- 1.6.2 The Transporter shall recalculate the NDM Nomination Advice to reflect the Transporter's revised forecast of Natural Gas consumption at NDM Supply Points for the Day ("**NDM Renomination Advice**").
- 1.6.3 The Transporter shall use reasonable endeavours to communicate on Day D any NDM Renomination Advice to NDM Shippers by 11:00 hours, 16:45 hours, [20:45 hours](#) and [23:00:45](#) hours in respect of such Day.
- 1.6.4 The Transporter may issue further revisions of the NDM Nomination Advice at other additional times during the Day. The Transporter shall use reasonable endeavours to communicate such further revisions to Shippers.
- 1.6.5 The Shipper will be liable to pay Exit Scheduling Charges in accordance with Part E (*Balancing and Shrinkage*) Section 1.10.3 and the Shipper shall not be

entitled to the NDM Forecast Tolerance set out in Part E (*Balancing and Shrinkage*) Section 1.7.5, where the Shipper to which the Transporter issues a NDM Nomination Advice or NDM Renomination Advice does not ~~submit~~ achieve a Valid Nomination or Valid Renomination and in respect of the quantity specified at the NDM Nomination Advice or NDM Renomination Advice by 10:00 on D-1 in the case of each NDM Nomination Advice and within two (2) hours after the issue of each NDM ~~Nomination Advice and NDM~~ Renomination Advice by the Transporter to such Shipper.

Where the Transporter fails to provide a NDM Nomination Advice to a Shipper pursuant to Section 1.6.1, the Valid Nomination achieved by such Shipper by 10:00 on D-1 in respect of such NDM Supply Points shall for the purpose of this Section 1.6.5 and Part E (*Balancing and Shrinkage*) Section 1.7.5 be deemed to comply with the relevant NDM Nomination Advice until such time as the Shipper receives a NDM Renomination Advice(s) in respect of the Day issued by the Transporter.

- 1.6.6 Where a Change of Shipper occurs at a NDM Supply Point, any NDM Renomination Advice issued on a Day shall take into account the Change of Shipper in respect of such NDM Supply Point.

## 1.7 Profiling

- 1.7.1 The Transporter shall only be obliged to deliver Natural Gas at an Offtake Point at a uniform rate.
- 1.7.2 Without prejudice to the general provisions of this Section 1, the Transporter shall use reasonable endeavours, where practicable, to provide a Within-Day offtake profile pursuant to a LDM Agreement, subject always to the provisions of this Code (including those provisions relating to Difficult Day(s), Restricted Capacity Day(s) and Emergencies, Part B (*General Principles*) ~~and any other provision of this Code~~) and taking into account the provisions of the relevant LDM Agreement (in particular the MHQ specified in such LDM Agreement) and, to the extent relevant, the location of the LDM Offtake.

## 1.8 Renomination Notice Periods

- 1.8.1 Valid Renominations will become effective on the hour, following the relevant notice periods specified in ~~this Section 1.8, provided that such Valid Renominations have been accepted by the Transporter at least fifteen (15) minutes before the hour~~ Sections 1.8.2, 1.8.3 and 1.8.4 or following the notice period specified by the Shipper and accommodated by the Transporter pursuant to Section 1.8.7, ("Renomination Effective Time").
- 1.8.2 ~~Each~~ The Renomination Effective Time in respect of each Valid Entry Renomination shall, except as otherwise provided in a relevant CSA, ~~become~~



~~effective~~ and, except where any Renomination Effective Time is ~~accepted by the Transporter pursuant to Section 1.8.7, be~~ on the hour which is:

- (a) five (5) hours after the hour ~~identified in Section 1.8.1, (which is not less than 15 minutes after the time the Entry Renomination is received by the Transporter)~~, where the difference between the Renominated Quantity and the quantity specified in the previous Valid Nomination or Valid Renomination is greater than or equal to fifty (50) per cent;
- (b) three (3) hours after the hour ~~identified in Section 1.8.1, (which is not less than 15 minutes after the time the Entry Renomination is received by the Transporter)~~, where the difference between the Renominated Quantity and the quantity specified in the previous Valid Nomination or Valid Renomination is less than fifty (50) per cent but greater than or equal to twenty five (25) per cent; or
- (c) two (2) hours after the hour ~~identified in Section 1.8.1, (which is not less than 15 minutes after the time the Entry Renomination is submitted)~~, where the difference between the Renominated Quantity and the quantity specified in the previous Valid Nomination or Valid Renomination is less than twenty five (25) per cent.

1.8.3 ~~In~~ The Renomination Effective Time in respect of ~~each LDM Offtake, a~~ Valid Renomination ~~shall become effective on the hour which is: at or in respect of a LDM Offtake shall subject to Section 1.8.7 be on the hour which is after the expiry of the notice period(s) specified in the LDM Agreement and in default of any such notice period being specified therein;~~

- (a) five (5) hours after the hour ~~identified in Section 1.8.1, (which is not less than 15 minutes after the time the Renomination is received by the Transporter)~~, where the difference between the Renominated Quantity and the quantity specified in the previous Valid Nomination or Valid Renomination is greater than or equal to fifty (50) per cent;
- (b) three (3) hours after the hour ~~identified in Section 1.8.1, (which is not less than 15 minutes after the time the Renomination is received by the Transporter)~~, where the difference between the Renominated Quantity and the quantity specified in the previous Valid Nomination or Valid Renomination is less than fifty (50) per cent and greater than or equal to twenty five (25) per cent; or
- (c) two (2) hours after the hour ~~identified in Section 1.8.1, (which is not less than 15 minutes after the time the Renomination is received by the Transporter)~~, where the difference between the Renominated Quantity and the quantity specified in the previous Valid Nomination or Valid Renomination is less than twenty five (25) per cent,

subject to the relevant ~~Ramp Rates~~ramp rates, Offtake Rates and Exit Point specific items which shall be in accordance with the relevant LDM Agreement.

1.8.4 ~~Each~~The Renomination Effective Time in respect of each Valid Renomination in respect of a DM Offtake(s) shall ~~become effective~~be on the hour which is two (2) hours after the hour ~~identified in Section 1.8.1, which is not less than 15 minutes after the time the relevant Renomination is received by the Transporter.~~

1.8.5 ~~Each~~The Renomination Effective Time in respect of each Valid Renomination in respect of a quantity of Natural Gas for onward delivery to a NDM Supply Point(s) shall ~~become effective~~be on the hour which is one (1) hour after the hour ~~identified in Section 1.8.1, which is not less than 15 minutes after the time the relevant Renomination is received by the Transporter.~~

1.8.6 ~~Each~~The Renomination Effective Time in respect of each Valid IBP Renomination shall ~~become effective on the hour that is identified in Section 1.8.1,~~be on the hour which is not less than 15 minutes after such Renomination is a Valid Renomination.

1.8.7 Where a Shipper submits an Entry Renomination or LDM Exit Renomination which provides for a notice period less than that contemplated by the this Section 1.8 the Transporter shall use reasonable endeavours to accommodate such notice period where practicable.

## 1.9 Commissioning New End User Facilities

1.9.1 During the commissioning of any new End User's Facilities downstream of a LDM Offtake a Shipper which is registered at such LDM Offtake and has provided notice of commencement of commissioning as hereinafter specified in respect of such new End User's Facilities, shall be entitled to an Exit Tolerance ~~of~~at such LDM Offtake:

(a) ~~twelve (12) per cent of such Shipper's Final Allocation at the LDM Offtake~~for each Day of~~Months of commissioning; and~~during the first three (3) months of commissioning the greater of:

(i) the difference between such Shipper's Final Exit Allocation at the LDM Offtake in respect of the Day and the Shipper's prevailing Valid Nomination or Valid Renomination in respect of such Day;  
and

(ii) the Exit Tolerance in respect of such LDM Offtake in respect of the Day as calculated pursuant to Part E (Balancing and Shrinkage) Section 1.7.3;

and

(b) ~~subject to Section 1.9.2, eight (8) per cent in respect of such Shipper's Final Allocation at the LDM Offtake~~ for each Day of the commissioning period following the expiry of the first three (3) ~~Months of commissioning~~ months of commissioning the lesser of:

(i) the difference between such Shipper's Final Exit Allocation at the LDM Offtake in respect of a Day and the Shipper's prevailing Valid Nomination or Valid Renomination in respect of such Day;  
and

(ii) the Exit Tolerance in respect of such LDM Offtake in respect of the Day as calculated pursuant to Part E (Balancing and Shrinkage) Section 1.7.3 multiplied by two (2);

1.9.2 The Exit Tolerances specified in Sections 1.9.1(a) and 1.9.1(b) are in substitution for the LDM Exit Tolerances in respect of such LDM Offtake specified in Part E (*Balancing and Shrinkage*) Section 1 (*Balancing*).

1.9.3 If the commissioning extends beyond six (6) Months, the LDM Exit Tolerance in respect of the LDM Offtake shall be calculated in accordance with Part E (*Balancing and Shrinkage*) Section 1 (*Balancing*).

1.9.4 The Shipper shall notify the Transporter:

(a) at least eight (8) weeks in advance of the intended commencement of the said commissioning period. The Shipper shall provide further notice to the Transporter four (4) weeks in advance of the intended commissioning period and one (1) week in advance of the commencement of the said commissioning period; and

(b) forthwith on the completion of the said commissioning period.

## 1.10 Plant Trip(s)

1.10.1 In the event of a Plant Trip affecting a LDM Offtake the Shipper registered at such LDM Offtake shall make a Renomination for a reduced amount of Natural Gas as soon as possible and use reasonable endeavours to ensure such Renomination is a Valid Renomination; and subject to the Shipper having endeavoured to make a Renomination for a reduced amount of Natural Gas accordingly the Exit Tolerance in respect of such LDM Offtake on the Day on which such Plant Trip has affected such LDM Offtake shall be the difference between the prevailing Valid Exit Nomination or Valid Exit Renomination in respect of such LDM Offtake on the Day and the Shipper's Final Exit Allocation at such LDM Offtake in respect of that Day.

- 1.10.2 The Transporter will require documentary evidence of the circumstances of the Plant Trip in support of a requirement that the Shipper shall be entitled to an Exit Tolerance in accordance with this Section 1.10.
- 1.10.3 The Exit Tolerance specified in Section 1.10.1 is in substitution for the LDM Exit Tolerance in respect of such LDM Offtake specified in Part E (*Balancing and Shrinkage*) Section 1 Balancing.

## 2. ALLOCATIONS

### 2.1 General

- 2.1.1 Subject to any relevant Entry Point Procedures, the Transporter shall allocate amongst Shippers in a transparent and fair manner in accordance with this Section 2 the quantity of Natural Gas metered as delivered to the Transportation System at each Entry Point in respect of each Day ("**MeDQ**" or "**Metered Delivered Quantity**"), such that the sum of Entry Allocations for all Shippers registered at an Entry Point on a Day shall be equal to the MeDQ for such Day. The metered quantity of Natural Gas delivered at an Entry Point shall be as ascertained in accordance with Part G (*Technical*) Section ~~[3]~~ (*Measurement*).
- 2.1.2 For the duration of the PTL Agreement, the Transporter shall procure that the metered delivered quantity of Natural Gas at the Moffat Entry Point shall be allocated amongst Shippers and PTL in accordance with the provisions of this Section 2 and the PTL Agreement.

### 2.2 Allocations

- 2.2.1 For the purposes of this Code:
- (a) "**Allocation**" means one or more of the following:
- (i) an Entry Allocation;
  - (ii) an Exit Allocation;
  - (iii) a Supply Point Allocation; or
  - (iv) an IBP Allocation,
- in respect of a Shipper on a Day and made in accordance with this Section 2.
- (b) "**Entry Allocation**" means the quantity of Natural Gas that is allocated in accordance with the provisions of Sections 2.3, 2.4, 2.5 and/or 2.6 to a Registered Shipper at an Entry Point for a Day;
- (c) "**Initial Entry Allocation**" means the Entry Allocation made ~~on or prior to 16:00 hours on D+1~~ in respect of a Registered Shipper at an Entry Point ~~by an Entry Allocation Agent~~ and notified to such Shipper in accordance with Section 2.4.2(d) or ~~by the Transporter~~ in accordance with Section ~~2.5~~2.5.1 (as the case may be);
- (d) "**Entry Reallocation**" means an Initial Entry Allocation which has been adjusted and/or readjusted between 16:00 hours on D+1 and 16:00 hours on D+4 by an Entry Allocation Agent in accordance with Section

2.4.4 or by the Transporter in accordance with Section 2.5.6 and/or 2.5.10 (as the case may be);

- (e) "**Final Entry Allocation**" means the Entry Allocation made at 16:00 hours on D+5 in respect of a Shipper in accordance with Sections 2.4.6 and 2.6;
- (f) "**Exit Allocation**" means the quantity of Natural Gas that is allocated to a Shipper in accordance with the provisions of Section 2.7 or 2.8 as having been offtaken from the Transportation System by a Shipper on a Day;
- (g) "**Initial Exit Allocation**" means an Initial LDM Exit Allocation, an Initial DM Exit Allocation or an Initial NDM Exit Allocation, as appropriate;
- (h) "**Initial LDM Exit Allocation**" means an Initial Exit Allocation made on or prior to 16:00 hours on D+1 to a Shipper in respect of a ~~Shipper~~ at a LDM Offtake Agreement in accordance with Section 2.7.1;
- (i) "**Initial DM Exit Allocation**" means an Initial Exit Allocation made on or prior to 16:00 hours on D+1 in aggregate for a Shipper in respect of all DM Offtakes at which such Shipper is the Registered Shipper in accordance with Section 2.7.2;
- (j) "**Initial NDM Exit Allocation**" means an Initial Exit Allocation made on or prior to 16:00 hours on D+1 in aggregate for a Shipper in respect of all NDM Supply Points at which such Shipper is a Registered Shipper in accordance with Section 2.7.3;
- (k) "**Exit Reallocation**" means an Initial Exit Allocation which has been adjusted and/or readjusted between 16:00 hours on D+1 and 16:00 hours on D+4 in accordance with Section 2.8;
- (l) "**Final Exit Allocation**" means the quantity of Natural Gas (in kWh) that is allocated to a Shipper at or in respect of an Offtake Point(s) in accordance with the provisions of Section 2.9 as having been offtaken from the Transportation System by such Shipper on a Day;
- (m) "**Final DM Exit Allocation**" means a DM Exit Allocation which is a Final Exit Allocation;
- (n) "**Final LDM Exit Allocation**" means a LDM Exit Allocation which is a Final Exit Allocation;
- (o) "**Final NDM Exit Allocation**" means a NDM Exit Allocation which is a Final Exit Allocation;

- (p) **"Supply Point Allocation"** means the quantity of Natural Gas that is allocated in accordance with Section 2.10 as having been offtaken from the Distribution System by a Registered Shipper at a Supply Point;
- (q) **"Initial Supply Point Allocation"** means the Supply Point Allocation made on or prior to 16:00 hours on D+1 in respect of a Registered Shipper at a Supply Point in accordance with Section 2.10;
- (r) **"Supply Point Reallocation"** means an Initial Supply Point Allocation which has been adjusted and/or readjusted between 16:00 hours on D+1 and 16:00 hours on D+4 in accordance with Section 2.10;
- (s) **"Final Supply Point Allocation"** means the Supply Point Allocation made by the Transporter at 16:00 hours on D+5 in accordance with Section 2.10.5;
- (t) **"IBP Allocation"** means the quantity of Natural Gas that is allocated in respect of IBP Sell Allocations and/or IBP Buy Allocations in accordance with Section 2.11 as having been relinquished or acquired by a Shipper at the IBP on a Day;
- (u) **"IBP Sell Allocation"** means the Nominated Quantity in the Valid IBP Sell Nomination on a Day;
- (v) **"IBP Buy Allocation"** means the Nominated Quantity in the Valid IBP Buy Nomination on a Day; and
- (w) **"Entry Allocation Agent"** means a person who has been appointed by all Registered Shippers at an Entry Point to deal on their behalf with respect to Entry Point Procedures (including Allocations) in respect of that Entry Point which have been accepted by the Transporter in accordance with Part H (*Operations*) Section ~~3~~ (*Entry Points*).

2.2.2 Where a Shipper has Entry Capacity and Back-Up Entry Capacity at the same Entry Point the Transporter shall provide such Registered Shipper with separate Entry Allocations in respect of each such category of capacity.

2.2.3 The Transporter shall provide each Registered Shipper:

- (a) with separate Exit Allocations in respect of its Valid Nominations or Valid Renominations at each LDM Offtake at which the Shipper is the Registered Shipper and in respect of each LDM Agreement (including a Multiple Shipper LDM Offtake);
- (b) with an aggregate DM Exit Allocation in respect of all DM Offtakes at which the Shipper is the Registered Shipper; and
- (c) with an aggregate NDM Exit Allocation in respect of all NDM Supply Points at which the Shipper is the Registered Shipper.

## 2.3 Entry Allocations

2.3.1 Subject to the provisions of this Section 2, the Transporter shall accept Entry ~~Allocations~~allocations from an Entry Allocation Agent.

2.3.2 In the event that:

(a) no Entry Allocation Agent has been appointed, all Entry Allocations will be made by the Transporter; or

(b) an Entry Allocation Agent has been appointed but where:

(i) the aggregate ~~Initial~~initial Entry ~~Allocations~~allocations or ~~Final~~final Entry Allocations (as appropriate) for a Day in respect of all Registered Shippers at the Entry Point submitted by the Entry Allocation Agent are rejected by the Transporter pursuant to Section 2.4; or

(ii) the ~~Initial~~initial Entry ~~Allocations~~allocations or ~~Final~~final Entry ~~Allocations~~allocations (as appropriate) which would otherwise be valid, do not, in aggregate, match or equal the metered delivery quantity of Natural Gas at the Entry Point in respect of a Day,

then the Initial Entry Allocations or Final Entry Allocations (as appropriate) for such Entry Points on such Day shall be determined by the Transporter in accordance with Section 2.5.

## 2.4 Entry Allocations by an Entry Allocation Agent

2.4.1 Where an Entry Allocation Agent has been appointed to make ~~Allocations~~allocations on behalf of Registered Shippers at an Entry Point, Shippers registered at that Entry Point shall procure that the Entry Allocation Agent so appointed complies with the provisions of this Section 2.4.

2.4.2 Initial Entry Allocation

(a) An ~~Initial Entry Allocation submitted by an~~ Entry Allocation Agent on behalf of a Registered Shipper shall specify and submit to the Transporter such information as is necessary to enable the Transporter to process the Initial Entry Allocation(s) including:

(i) the Day that the Initial Entry Allocation relates to;

(ii) the Entry Point in respect of which the Initial Entry Allocation is made;

(iii) the quantity of Natural Gas (in kWh) allocated to each Shipper at the relevant Entry Point;



- (iv) the identity of the Registered Shipper(s) on whose behalf the Entry Allocation Agent submits an Initial Entry Allocation; and
  - (v) the identity of the Entry Allocation Agent.
- (b) The Entry Allocation Agent shall notify the Transporter of the ~~Initial Entry Allocations~~information referred to at Section 2.4.2(a) for Registered Shippers at the relevant Entry Point by 16:00 hours on D+1.
- (c) The aggregate ~~Initial Entry Allocations~~quantities submitted by the Entry Allocation Agent for Registered Shippers at an Entry Point on a Day shall equal the aggregate quantity of Natural Gas metered as delivered to such Entry Point on such Day.
- (d) The Transporter shall notify each Shipper registered at an Entry Point of such Shipper's Initial Entry Allocation (save where the allocations submitted by the Entry Allocation Agent are rejected pursuant to Section 2.4.3) within 2 hours after receipt of such allocations by the Transporter from the Entry Allocation Agent, or by 16:00 hours on D + 1 whichever is the later.
- 2.4.3 The Transporter will reject an ~~Initial Entry Allocation~~allocation(s) submitted by an Entry Allocation Agent that fails to comply with the provisions of Sections 2.4.2.
- 2.4.4 An Entry ~~Reallocation~~reallocation may be submitted by an Entry Allocation Agent to the Transporter between 16:00 hours on D+1 and 16:00 hours on D+4 provided that:
- (a) such Entry ~~Reallocation~~reallocation contains the information required under Section 2.4.2; and
  - (b) the total quantity of Natural Gas to be allocated in respect of the Day at that Entry Point remains or is equal to the aggregate quantity of Natural Gas metered as delivered to such Entry Point on such Day.
- 2.4.5 The Transporter may reject any Entry ~~Reallocations~~reallocations which it receives from an Entry Allocation Agent after 16:00 hours on D+4.
- 2.4.6 Where the Transporter has accepted Entry ~~Allocations~~allocations or Entry ~~Reallocations~~reallocations from an Entry Allocation Agent at any time prior to 16:00 hours on D+5, the last Entry ~~Allocation~~allocation or Entry ~~Reallocation~~reallocation accepted by the Transporter shall ~~be deemed to beform the basis of~~ the Final Entry Allocation for such Entry Point.
- 2.4.7 Any queries or disputes with respect to Entry ~~Allocations~~allocations made by an Entry Allocation Agent shall be a matter solely for the affected Shippers and the Entry Allocation Agent, and a Shipper shall not be entitled

to dispute with the Transporter any Entry ~~Allocations~~allocations made by an Entry Allocation Agent nor shall a Shipper be entitled to dispute with the Transporter any Entry Allocations made by the Transporter having regard to allocations made by an Entry Allocation Agent.

- 2.4.8 The Transporter shall not be liable in respect of ~~any consequences arising from the acceptance or rejection by the Transporter of an Initial Entry Allocation or an Entry Reallocation or a Final Entry Allocation from~~the compliance or non-compliance by an Entry Allocation Agent with the terms of appointment of such Entry Allocation Agent or with the provisions of this Code or in respect of any act or omission of the Entry Allocation Agent howsoever arising. For the avoidance of doubt the Transporter shall not and shall not be required to verify that allocations submitted by an Entry Allocation Agent have been properly made.

## 2.5 Entry Allocations made by the Transporter

- 2.5.1 Where the Transporter is required to make an Initial Entry Allocation in accordance with Section 2.3.2 it shall ~~by 16:00 hours on D+1~~ allocate the aggregate metered quantity of Natural Gas delivered at an Entry Point on a Day amongst the Shippers registered at such Entry Point in accordance with the following formula:

$$SQ = Q * (SNQ/EODQ)$$

where:

SQ = the quantity of Natural Gas (expressed in kWh) allocated to an individual Shipper at the Entry Point on the Day;

Q = the aggregate metered quantity of Natural Gas (expressed in kWh) determined as having been delivered to the Entry Point on the Day;

SNQ = the individual Shipper's Valid Entry Nomination or Valid Entry Renomination on the Day in respect of the Entry Point; and

EODQ = the End of Day Quantity in respect of the Entry Point on the Day.

The Transporter shall notify each Shipper of such Shipper's Initial Entry Allocation(s) in respect of each Entry Point at which the Shipper is registered by 16:00 hours on D + 1 or where the Transporter is required to make such Initial Entry Allocations in accordance with Section 2.3.2(b) by the later of 16:00 hours on D + 1 or 2 hours after receipt of the initial allocations from the Entry Allocation Agent.

- 2.5.2 During the period between 16:00 hours on D+1 and 16:00 hours on D+4, the Transporter may, ~~as circumstances require~~ (including following acceptance by the Transporter of an Initial Entry Allocation Adjustment Request or adjustment by the Transporter of the MeDQ), adjust the Entry Allocation for a Shipper by making an Entry Reallocation.
- 2.5.3 Where the Transporter has made Initial Entry Allocations in respect of an Entry Point at which multiple Shippers are registered, such Shippers may, during the period between 16:00 hours on D+1 and 16:00 hours on D+4, agree on a different allocation between themselves of the MeDQ at such Entry Point to the Initial Entry Allocations made by the Transporter. Such agreed Entry Allocation shall be notified in writing to the Transporter by all affected Shippers by 16:00 hours on D+4 and shall be accepted by the Transporter subject to the Transporter being satisfied that the aggregate quantity of Natural Gas to be allocated on such Day in respect of such Entry Point is equal to the aggregate quantity of Natural Gas metered as delivered to such Entry Point on such Day.
- 2.5.4 Where the Transporter has made an Initial Entry Allocation, a Shipper may submit a request to the Transporter between 16:00 hours on D+1 and 16:00 hours on D+4 to adjust the Initial Entry Allocation (an "**Initial Entry Allocation Adjustment Request**"). The Initial Entry Allocation Adjustment Request shall specify the information necessary to enable the Transporter to process the request including:
- (a) the identity of the Shipper;
  - (b) the Entry Point subject to the Initial Entry Allocation Adjustment Request;
  - (c) the Day that the Initial Entry Allocation Adjustment Request relates to; and
  - (d) the quantity of the requested adjustment and the reason for the adjustment.
- 2.5.5 The Transporter shall reject the Initial Entry Allocation Adjustment Request if it is not submitted in accordance with Section 2.5.4.
- 2.5.6 Where the Transporter accepts that an adjustment to the Initial Entry Allocation is required, it shall make an Entry Reallocation by adjusting the Initial Entry Allocation in accordance with the adjustment requested in the Initial Entry Allocation Adjustment Request or as otherwise determined by the Transporter. The Entry Reallocation shall supersede the previous Entry Allocation.
- 2.5.7 Where the Transporter does not accept the adjustment specified in the Initial Entry Allocation Adjustment Request, it shall not adjust the Initial Entry Allocation on that basis and shall provide to the Shipper submitting the Initial

Entry Allocation Adjustment Request with the reason for the non-acceptance thereof.

- 2.5.8 The Transporter shall reject any Initial Entry Allocation Adjustment Request received by the Transporter after 16:00 hours on D+4.
- 2.5.9 Where on a Day a Shipper has Valid Nominations for both Entry Capacity and Back-Up Entry Capacity at the same Entry Point ~~it shall not be permitted to revise its~~the Allocation(s) as between the two types of Capacity at such Entry Point in respect of the same Day shall not be revised pursuant to an Initial Entry Allocation Adjustment Request save where an error has been made in respect of such Allocation(s).
- 2.5.10 The Transporter may make an Entry Reallocation to a Shipper where an adjustment is necessary (including as a result of a revision to the MeDQ in respect of a Day) in respect of any previous Entry Allocation.
- 2.5.11 The Transporter shall make available to Shippers an Entry Reallocation made pursuant to Section 2.5.6 or 2.5.10 prior to 16:00 hours on D+4.

## 2.6 Final Entry Allocation

The Transporter shall make available to Shippers the Final Entry Allocation at 16:00 hours on D+5.

## 2.7 Initial Exit Allocations

### 2.7.1 Initial LDM Exit Allocation

LDM Exit Allocations shall be determined as follows:

- (a) If only one Shipper is registered at a LDM Offtake on a Day and such Shipper has submitted Nominations pursuant to only one LDM Agreement in respect of such LDM Offtake on that Day, the aggregate metered quantity of Natural Gas determined as having been offtaken in accordance with this Code on a Day at that LDM Offtake shall be allocated to that Shipper for that Day.
- (b) In the case of a Multiple Shipper LDM Offtake, the aggregate metered quantity of Natural Gas determined as having been offtaken in accordance with this Code at the Multiple Shipper LDM Offtake shall be allocated by the Transporter to the ~~Shippers~~Shipper(s) registered at that Multiple Shipper LDM Offtake on that Day, according to the following formula:

$$SQ = Q * SNQ/ANQ$$

where:

SQ = the quantity of Natural Gas (expressed in kWh)  
allocated to an individual Shipper in respect of a LDM

Agreement at the LDM Offtake on the Day;

- Q = the aggregate metered quantity of Natural Gas (expressed in kWh) determined as having been offtaken at the LDM Offtake on the Day;
- SNQ = the individual Shipper's Valid Exit Nomination(s) or Valid Exit Renomination(s) in respect of the LDM Offtake on the Day; and
- ANQ = the aggregate of all the ~~Registered Shippers'~~ Valid Exit Nominations or Valid Exit Renominations in respect of the LDM Offtake on the Day.
- (c) All Shippers registered at a Multiple Shipper LDM Exit Point may jointly request the Transporter to implement a procedure to make Allocations in respect of such Multiple Shipper LDM Exit Point in a different manner to that set out in Section 2.7.1(b). The Transporter may, but shall not be obliged to, approve any procedure(s) proposed by such Shipper(s) provided that:
- (i) any costs incurred by the Transporter associated with implementing such procedures shall be for the account of such Shippers;
  - (ii) the Transporter shall have no liability in respect of, or arising out of, ~~such~~ Allocations made pursuant to such procedures;
  - (iii) such differing procedures shall apply for a period to be agreed with the Transporter;
  - (iv) the implementation of such procedures is subject to such notice and time periods as may be necessary to implement such procedures; and
  - (v) such procedures take effect (a) not less than ten (10) Business Days after acceptance of such request by the Transporter or (b) upon the completion of the implementation process in (iv) above, whichever is the later.

Where the Transporter accepts a procedure(s) as proposed by Shippers pursuant to this Section 2.7.1(c) the Transporter shall allocate Natural Gas offtaken at such Multiple Shipper LDM Offtake in accordance with such procedure and the Transporter shall not be liable in respect of any consequences arising as a result of such Allocations(s).

### 2.7.2 **Initial DM Exit Allocation**

- (a) DM Exit Allocations shall be made in aggregate for each Shipper with respect to all DM Offtakes at which the Shipper is the Registered Shipper on a Day.
- (b) The aggregate DM Exit Allocation for a Shipper on a Day shall be equal to the sum of the aggregate metered quantities of Natural Gas determined as having been offtaken in accordance with this Code on such Day at each of the individual DM Offtakes at which the Shipper is the Registered Shipper.
- (c) Where a Valid Meter Read at a DM Offtake is unavailable to the Transporter on a Day, the Transporter shall include in the DM Exit Allocation in respect of the Shipper registered at the affected DM Offtake:
  - (i) in the case of a Business Day, the quantity of Natural Gas offtaken on the preceding Business Day for which a Valid Meter Read is available; and
  - (ii) in the case of a Non-Business Day, the quantity of Natural Gas offtaken on the preceding Non-Business Day for which a Valid Meter Read is available.
- (d) Where a Valid Meter Read at a DM Offtake is unavailable to the Transporter for more than five (5) consecutive Days, the Transporter shall include in the DM Exit Allocation of the Registered Shipper at the affected DM Offtake the quantity of Natural Gas determined as having been offtaken in accordance with Part G (*Technical*) Section ~~4.5~~[3.7](#) (*Absence of Valid Meter Reads at DM Offtakes*) within two (2) Days following the expiry of such five (5) Day period.

### 2.7.3 **Initial NDM Exit Allocation**

- (a) Initial NDM Exit Allocations shall be made in aggregate for each Shipper with respect to all NDM Supply Points at which the Shipper is the Registered Shipper on a Day in accordance with Section 2.7.3(d) below.
- (b) The aggregate NDM Supply Point Allocation of Natural Gas for a Day is determined as follows:
  - (i) the total consumption of Natural Gas for a Day downstream of the City Gate Meters is calculated following receipt of City Gate Meter Reads by 08:00 hours on D+1;
  - (ii) the LDM Offtake and DM Offtake consumptions of Natural Gas for a Day are calculated following receipt of LDM Meter Reads

and DM Meter Reads at each LDM Offtake and DM Offtake downstream of the City Gate Meters by 08:30 hours on D+1;

- (iii) Distribution System consumption of Natural Gas for a Day is calculated as a quantity of Natural Gas being equal to the total City Gate Meter Reads for a Day less the aggregate total quantity of Natural Gas determined as having been offtaken on a Day at all LDM Exit Points and TCDM Exit Points that are downstream of the ~~City Gate Meters~~[city gate meters](#);
- (iv) Distribution System Shrinkage Gas for a Day is calculated by applying the Distribution System Shrinkage Factor to the Distribution System consumption of Natural Gas for the relevant Day; and
- (v) the aggregate NDM Exit Allocation for all Shippers for a Day (which shall be the same as the aggregate NDM Supply Point Allocation for all Shippers for the relevant Day) shall be calculated by the Transporter and determined by the following formula:

$$\text{NDM} = \text{CC} - (\text{DS} + \text{LDM} + \text{DM})$$

where in respect of a Day:

- NDM = the aggregate NDM Exit Allocation;
- CC = the quantity of Natural Gas (in kWh) metered at the ~~City Gate Meters~~[city gate meters](#);
- DS = Distribution System Shrinkage Gas (in kWh);
- LDM = the aggregate quantity of Natural Gas (in kWh) offtaken at all LDM Offtakes downstream of the ~~City Gate Meters~~[city gate meters](#); and
- DM = the aggregate quantity of Natural Gas (in kWh) offtaken at all DM Offtakes downstream of the ~~City Gate Meters~~[city gate meters](#).

- (c) The aggregate NDM Exit Allocation for a Day shall be apportioned between Shippers by the Transporter by scaling the bottom up estimates of demand made in accordance with the NDM Allocation Procedure so that the aggregate of all Shippers' NDM Supply Point Allocations for a Day are equal to the aggregate NDM Exit Allocation determined in accordance with Section 2.7.3(b) for such Day.
- (d) Each Shipper's NDM Exit Allocations for a Day shall in turn be the aggregate quantity of such Shipper's NDM Supply Point Allocation(s) for such Day.

## 2.8 Exit Allocation Adjustments

- 2.8.1 During the period between 16:00 hours on D+1 and 16:00 hours on D+4, the Transporter may, as circumstances require (including following acceptance by the Transporter of an Initial Exit Allocation Adjustment Request or adjustment ~~by the Transporter~~ of the metered delivered quantity in respect of the Day), adjust the Exit Allocation for a Shipper by making an Exit Reallocation.
- 2.8.2 A Shipper may submit a request to the Transporter between 16:00 hours on D+1 and 16:00 hours on D+4 for the Initial Exit Allocation to be adjusted (an "**Initial Exit Allocation Adjustment Request**"). An Initial Exit Allocation Adjustment Request shall specify the information necessary to enable the Transporter to process the request including:
- (a) the identity of the Shipper;
  - (b) the Allocation to which the request relates;
  - (c) in the case of a LDM Shipper, the LDM Offtake subject to the Initial Exit Allocation Adjustment Request ~~and~~, the Supply Point Registration Number (where relevant) and the applicable LDM Agreement;
  - (d) the Day that the request relates to; and
  - (e) the quantity of the requested adjustment and reason for the adjustment.
- 2.8.3 The Transporter will reject the Initial Exit Allocation Adjustment Request if it is not submitted in accordance with Section 2.8.2.
- 2.8.4 Where the Transporter accepts that an adjustment to the Initial Exit Allocation is required, it shall make an Exit Reallocation by adjusting the Initial Exit Allocation or Exit Reallocation (as relevant) in accordance with the adjustment requested in the Initial Entry Allocation Adjustment Request or as otherwise determined by the Transporter. The Exit Reallocation shall supersede the Initial Exit Allocation or any previous Exit Reallocation.
- 2.8.5 Where the Transporter does not accept the adjustment specified in the Initial Exit Allocation Adjustment Request, it shall not adjust the Initial Exit Allocation on that basis.
- 2.8.6 The Transporter shall not accept any Initial Exit Allocation Adjustment Request received by the Transporter after 16:00 hours on D+4.
- 2.8.7 The Transporter may make an Exit Reallocation to a Shipper where an adjustment is necessary (including as a result of a revision to the metered quantity of Natural Gas offtaken in respect of a Day) in respect of any previous Exit Allocation.



2.8.8 The Transporter shall notify a Shipper of an Exit Reallocation made pursuant to Section 2.8.4 ~~or 2.8.7~~ prior to 16:00 hours on D+4.

2.9 **~~Final Exit Allocation~~Notification of Exit Allocations**

The Transporter shall make available to Shippers the Initial Exit Allocation in respect of a Shipper's LDM Agreement(s), DM Offtake(s) and/or NDM Supply Point(s) by 16:00 hours on D + 1.

The Transporter shall make available to Shippers the Final Exit Allocation in respect of a Shipper's LDM Offtake(s), DM Offtake(s) and/or NDM Supply Point(s) ~~at~~by 16:00 hours on D+5.

2.10 **Supply Point Allocations**

2.10.1 Initial Supply Point Allocation(s) in respect of a LDM Supply Point on a Day shall be equal to the metered quantity of Natural Gas offtaken from that Supply Point on such Day or, in the case of a Multiple Shipper LDM Supply Point, in accordance with the procedures contained in Sections 2.7.1 and 2.9.

2.10.2 Initial Supply Point Allocations in respect of DM Supply Points on a Day shall for each DM Shipper be equal to the metered quantities of Natural Gas determined as having been offtaken on such Day at each DM Supply Point at which the Shipper is registered.

2.10.3 Initial Supply Point Allocations in respect of NDM Supply Points shall for each NDM Shipper be determined in accordance with the NDM Allocation Procedure.

2.10.4 Where a Shipper considers that an adjustment is necessary to its Initial Supply Point Allocation, it shall be entitled to submit a request to the Transporter and the Transporter may consider such request in accordance, mutatis mutandis, with the provisions of Section 2.8.

2.10.5 The Transporter shall make available to Shippers the Final Supply Point Allocation at 16:00 hours on D+5.

2.10.6 The Transporter may make a Supply Point Reallocation to a Shipper where an adjustment is necessary (including as a result of a revision to the metered quantity of Natural Gas offtaken from the Supply Point in respect of a Day) in respect of any previous Supply Point Allocation.

2.11 **IBP Allocations**

2.11.1 IBP Allocations shall be made available by the Transporter by 16:00 hours on D+1. For the avoidance of doubt, IBP Allocations will be final IBP Allocations and may not be adjusted.

### 3. **NDM SUPPLY POINT RECONCILIATION**

#### 3.1 **Overview**

- 3.1.1 The provisions of this Section 3 shall only apply in respect of NDM Gas Points and NDM Supply Points.
- 3.1.2 The Transporter shall keep, maintain and publish Reconciliation Procedures.
- 3.1.3 The reconciliation of differences between energy values (in kWh) derived from NDM Meter Reads and Final Supply Point Allocations in respect of the NDM Supply Points at which a Shipper is registered shall be conducted in accordance with the applicable Reconciliation Procedures and this Section 3.

#### 3.2 **Reconciliation**

- 3.2.1 Following receipt by the Transporter of a NDM Meter Read, the Transporter shall calculate in accordance with the Reconciliation Procedures the difference between the quantity of Natural Gas allocated in accordance with the NDM Allocation Procedure and Section 2 during the period to which the NDM Meter Read relates and the quantity determined by the NDM Meter Read as having been offtaken from such NDM Supply Point during such period (the "**Reconciliation Quantity**").
- 3.2.2 Following the calculation of the Reconciliation Quantity the Transporter shall calculate the amount of any adjustments to be made to any charges paid or payable by the Shipper (the "**Reconciliation Charging Adjustments**") in accordance with the Reconciliation Procedures.
- 3.2.3 The Transporter shall, after the end of each Month, submit a reconciliation statement (the "**Monthly Reconciliation Statement**") to each Shipper in accordance with the Reconciliation Procedures.
- 3.2.4 The Transporter shall, after the end of each Gas Year, submit an annual reconciliation statement (the "**Annual Reconciliation Statement**") to each Shipper for the preceding Gas Year in accordance with the Reconciliation Procedures.
- 3.2.5 The aggregate Reconciliation Charging Adjustment shown on the Annual Reconciliation Statement shall be payable by the Shipper to the Transporter or credited by the Transporter to the Shipper, as the case may be, in accordance with the Reconciliation Procedures and Part I (*Legal and Miscellaneous*) Section [11] (*Invoicing and Payment*).

#### 3.3 **Residual Gas Value**

After the end of each Gas Year any residual gas value shall be calculated and attributed in accordance with the Reconciliation Procedures.

#### 3.4 **Final Allocation and System Imbalance Charges**

The outcome of the reconciliation process carried out in accordance with this Section 3 and the Reconciliation Procedures shall not affect a Shipper's Final Exit Allocation or System Imbalance Charges, if any.

## SCHEDULE 2

### Part 1

#### Entry Nominations

- (i) the Day in respect of which the Entry Nomination is being made;
- (ii) the Entry Point in respect of which the Entry Nomination is being made;
- (iii) the Nominated Quantity (in kWh);
- (iv) the identity of the Shipper making the Entry Nomination;
- (v) in the event that there is no Entry Allocation Agent, the identity and contact details of the Third Party Shipper(s) with the corresponding quantities of Natural Gas to be delivered by such Third Party Shipper(s); and
- (vi) whether the Entry Nomination is being made with respect to Back-Up Entry Capacity.

## Part 2

### Exit Nominations

- (i) the Day in respect of which the Exit Nomination is being made;
- (ii) the identity of the Shipper making the Exit Nomination; and
- (iii) where the Exit Nomination is a:
  - (1) LDM Exit Nomination:
    - (A) the Offtake Point;
    - (B) the Nominated Quantity (in kWh); and
    - (C) an hourly offtake profile (in kWh) in accordance with the provisions of the relevant LDM Agreement;
    - (D) the applicable LDM Agreement.
  - (2) DM Exit Nomination, the aggregate Nominated Quantity (in kWh) in respect of all DM Offtakes at which the Shipper is a Registered Shipper; or
  - (3) NDM Exit Nomination, the aggregate Nominated Quantity (in kWh) of Natural Gas for onward delivery to NDM Supply Points at which the Shipper is a Registered Shipper.

### Part 3

#### Renomination

- (i) the information required to be submitted for Nominations in accordance with Section 1.2.2(a), 1.2.3(a), 1.2.6(a), 1.2.6(b) or 1.2.6(c) as the case may be; and
- (ii) the previous Valid Nomination or Valid Renomination which the Renomination is intended to supersede;
- (iii) the time at which the Shipper expects the Renomination to become effective, subject to the relevant notice periods in accordance with Sections 1.3.1 and 1.8;
- (iv) the Renominated Quantity (in kWh); and
- (v) the identity of the Shipper making the Renomination.

## Part 4

### IBP Buy Nominations

- (i) the Day in respect of which the IBP Buy Nomination is being made;
- (ii) the Nominated Quantity (in kWh);
- (iii) details of the matching IBP Sell Nomination, including the identity and contact details of the counter-party Shipper;
- (iv) the identity of the Shipper making the IBP Buy Nomination; and
- (v) details of the Shipper's Active Exit Capacity (where required).

## **Part 5**

### **IBP Sell Nomination**

- (i) the Day in respect of which the IBP Sell Nomination is being made;
- (ii) the Nominated Quantity (in kWh);
- (iii) details of the matching IBP Buy Nomination, including the identity and contact details of the counter-party Shipper;
- (iv) the identity of the Shipper making the IBP Sell Nomination; and
- (v) details of the Shipper's Active Entry Capacity (where required).



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Rendering set	Standard

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Deleted cell	
Moved cell	
Split/Merged cell	
Padding cell	

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