

Entry Point Registrations

Business Rules

Revised Post-Consultation

Version 1.1

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1. Introduction

- 1.1. This document sets out the Business Rules for the introduction of processes for Entry Point Registration into the Northern Irish Gas Transmission regime.
- 1.2. It is necessary for Northern Ireland to comply with EU Regulations, specifically EU 715/2009, which requires (amongst other things) that charges for Entry and Exit Capacity should be levied separately, and also the CAM Regulation (EU 984/2013) which requires that capacity at interconnection points should be sold via an auction process.
- 1.3. To date the regime has operated on a point-to-point basis, under which Shippers are registered in respect of an Exit Point, and have a point-to-point entitlement to capacity in the NI Network. As part of the transition towards an Entry-Exit regime, existing Shippers will be provided with an Initial Entitlement of Entry Capacity, and from October 2015 will be able to buy (bundled) Entry Capacity independently of Exit Capacity via the PRISMA auction platform.
- 1.4. In order to facilitate the provision of Initial Entitlements of Entry Capacity, the TSOs will provide an automatic Entry Point Registration process.
- 1.5. The TSOs will also provide a standard Entry Point Registration process which can be used by prospective Shippers as part of the process of accession to the Codes, or by existing Shippers who wish to register at a new Entry Point.
- 1.6. These Business Rules describe the requirements for Entry Point Registration, and both the automatic and the standard processes for Entry Point Registration.
- 1.7. These Rules will be developed into a Code Modification Proposal, and so will be effective, if approved, from the date of implementation of that Code Modification Proposal.

2. Relevant Context

- 2.1. The following points are key elements of relevant context for these Business Rules:
 - a. Shippers will be provided with an Initial Entitlement of Entry Capacity as part of the transition process in March 2015;
 - b. Shippers (as opposed to DNOs) will be required to buy any further Entry Capacity they may require, from October 2015 using the PRISMA platform, and as a bundled product (i.e. bundled with upstream exit capacity);
 - c. In order to hold Entry Capacity (either bundled or unbundled) and therefore to make entry nominations and receive entry allocations, Shippers will first need to be registered at the Entry Point in question;
 - d. Shippers wishing to buy bundled Entry Capacity will also need to be a Shipper on the upstream Transmission System, and hold any appropriate registrations as required by the upstream Transmission System Operator;

- e. Upstream registration arrangements are out of scope of these business rules and Shippers will need to make their own enquiries in relation to any upstream requirements;
- f. Holding an existing Exit Point Registration will not be taken as a substitute or alternative for an Entry Point Registration;
- g. The automatic Entry Point Registration process for existing Shippers shall be mandatory;
- h. The TSOs are still considering whether or not to offer a Day Ahead Interruptible Entry Capacity product. This issue will be discussed and decided upon in conjunction with the CAM Business Rules;
- i. The TSOs are developing rules for accession to the Codes for parties who wish to trade at the Northern Ireland Balancing Point but do not wish to hold Entry or Exit Capacity, and it is likely that these will also require a Trading Registration;
- j. It is possible that existing Shippers who wish to trade at the Northern Ireland Balancing Point will also require a Trading Registration. It is anticipated that this will be addressed as part of a future Code Modification.

3. Entry Point Registrations - Principles

- 3.1. The two Entry Points into the NI Network are
 - Moffat Entry Point
 - South North Entry Point
- 3.2. Shippers will be required to be registered at an Entry Point in order to hold capacity in respect of that Entry Point. Without holding capacity, Shippers will not be able to make nominations or receive allocations in respect of the point.
- 3.3. Shippers will not be required to register at any of the points within the NI Network where the TSOs systems meet each other.
- 3.4. Entry Point Registration will be available to new/prospective Shippers as part of the Code Accession process.
- 3.5. As part of the transition process, existing Shippers will automatically be provided with an Entry Point Registration at the relevant Entry Point corresponding to their existing Firm Capacity holdings, and at which they will be provided an Initial Entitlement of Entry Capacity.
- 3.6. After the automatic Entry Point Registration Process, existing Shippers wishing to use another Entry Point (which was not covered by the automatic process) shall be required to use the standard Entry Point Registration Process.
- 3.7. Premier Transmission will handle automatic and standard registrations relating to the Moffat Entry Point.

- 3.8. BGE(NI) will handle automatic and standard registrations relating to the South North Entry Point
- 3.9. DNOs shall not be registered at an Entry Point.

4. Entry Point Registration Form

- 4.1. The Entry Point Registration Form shall be available upon request or as part of the Code Accession pack from the relevant TSO.
- 4.2. The Entry Point Registration Form shall require the following information:
 - a. Shipper Name
 - b. Shipper Address
 - c. Entry Point
 - d. Contact Name
 - e. Contact Phone Number
 - f. Date of Request

5. Standard Entry Point Registration Process

- 5.1. Shippers wishing to register at an Entry Point shall give the relevant TSO twenty (20) Business Days' notice of its intention.
- 5.2. Within five (5) Business Days of receipt of such notice, the TSO will provide the Prospective Shipper with an Entry Point Registration Form to complete.
- 5.3. Within twenty (20) Business Days of receipt of a complete Entry Point Registration Form, the relevant TSO will issue a signed Entry Point Registration to the Prospective Shipper.
- 5.4. Registration at an Entry Point does not in itself constitute accession to the Codes or the right to hold capacity, and prospective Shippers will be required to complete all the requirements of the accession process in order to formally become a Shipper.

N.B. A Shipper will also be required to place credit with the TSOs before it can bid for Entry Capacity.

6. Automatic Entry Point Registration Process

- 6.1. As part of the transitional rules only, the TSOs will provide for an automatic Entry Point Registration process for existing Shippers.
- 6.2. The automatic process will take place in January 2015;
- 6.3. The TSOs will provide each Shipper with a signed Entry Point Registration without the need for Shippers to submit a Registration Form;
- 6.4. The TSOs will review Shippers existing Exit Point Registrations and provide Entry Point Registrations according to the contract path associated with each Exit Point Registration.
- 6.5. After January 2015, existing Shippers wishing to register at an Entry Point not covered by the Automatic Entry Point Registration Process will be required to use the Standard Entry Point Registration Process.

7. Entry Point Registration De-registration

- 7.1. Shippers may terminate an Entry Point Registration by giving the relevant TSO ten (10) Business Days written notice.
- 7.2. Shippers shall not be allowed to terminate an Entry Point Registration before the end of the last Day on which the Shipper holds Firm Capacity at the Entry Point.

The relevant TSO will confirm termination of the Entry Point Registration within twenty (20) Business Days.