NC TAR

Analysis entry/exit revenue split on tariffs

24 November 2017

Analysis

- GTS analysed the outcome of different entry/exit revenu splits
- From 0-100 to 50-50
- We used the calculation tool
- Forecasted contracted capacity = Rekenvolume (RV), conform TV 2018

Future developments

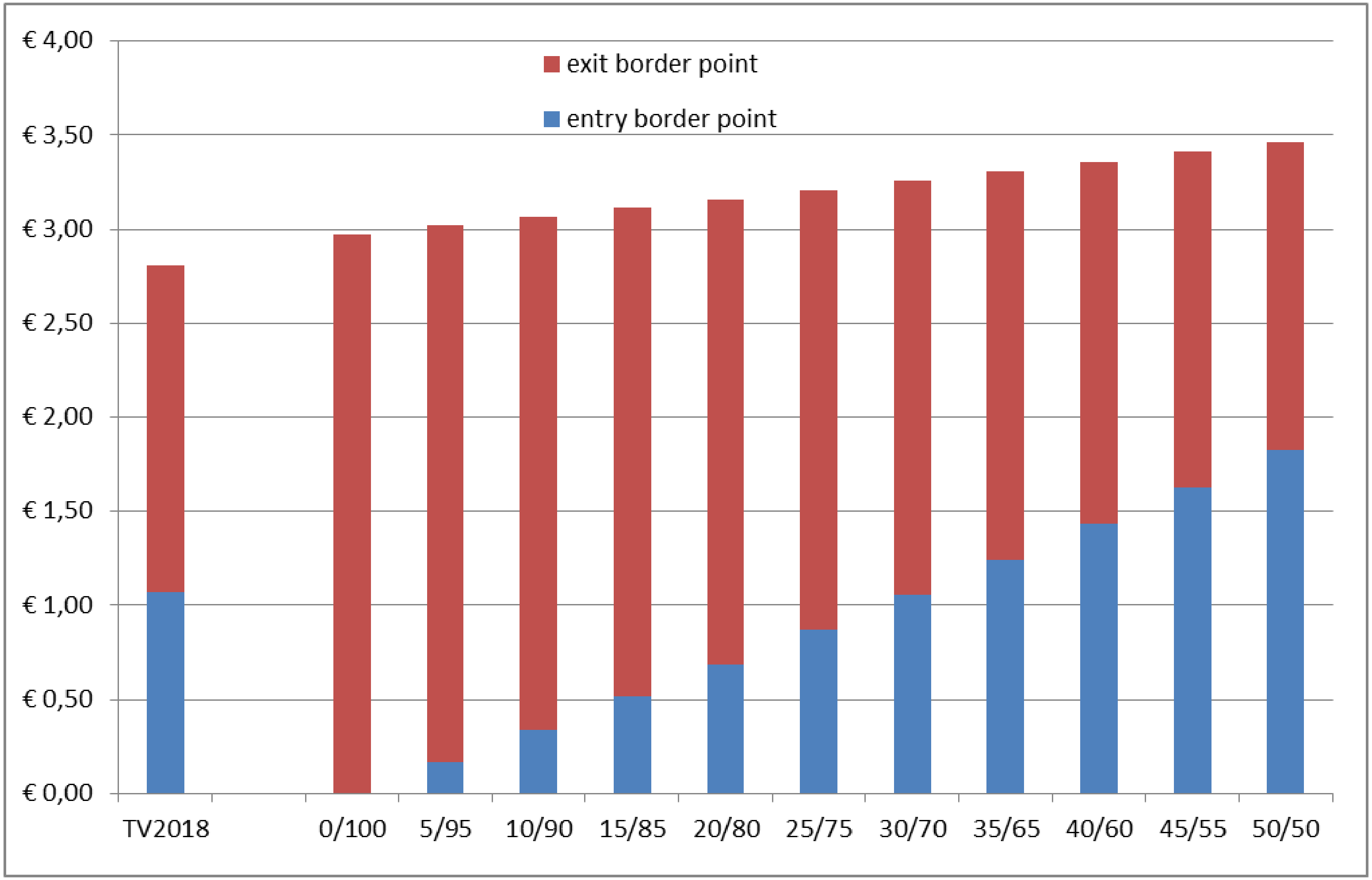
- Indigenous production decreases, as a consequence also decreasing export; Both lead to loss of RV
- Gas demand in other countries should still be supplied by other sources, preferably using the Dutch grid
- This means that transit routes should stay attractive in order to increase RV

Conclusion

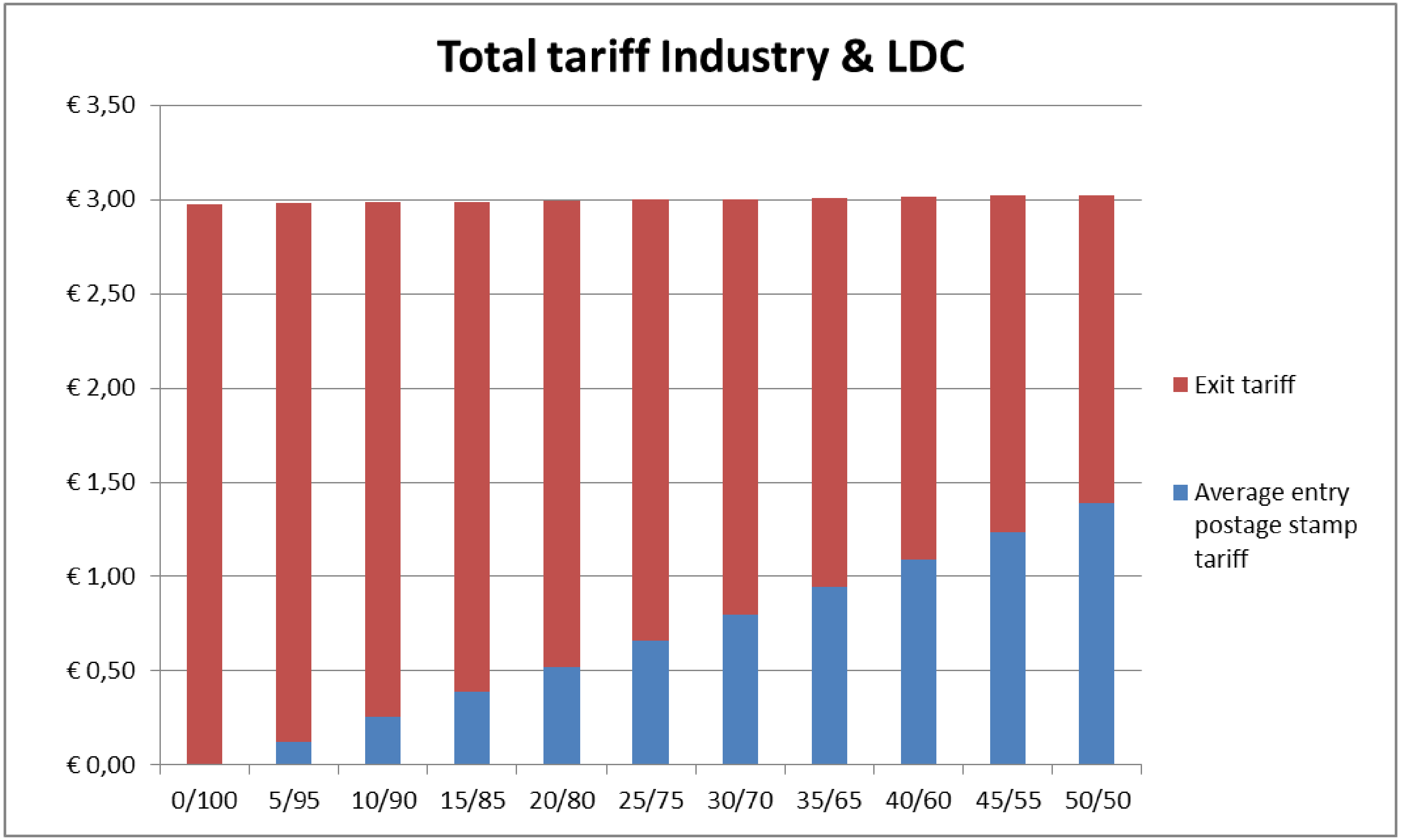
- Analysis shows that a 50-50 entry/exit revenue split leads to the highest tariffs for transit routes
- Analysis shows that a 0-100 entry/exit revenue split leads to the lowest tariffs for transit routes
- Analysis shows also comparable situation for industry in case of In = Out

This implies that the 50-50 entry/exit revenue split will not serve the market

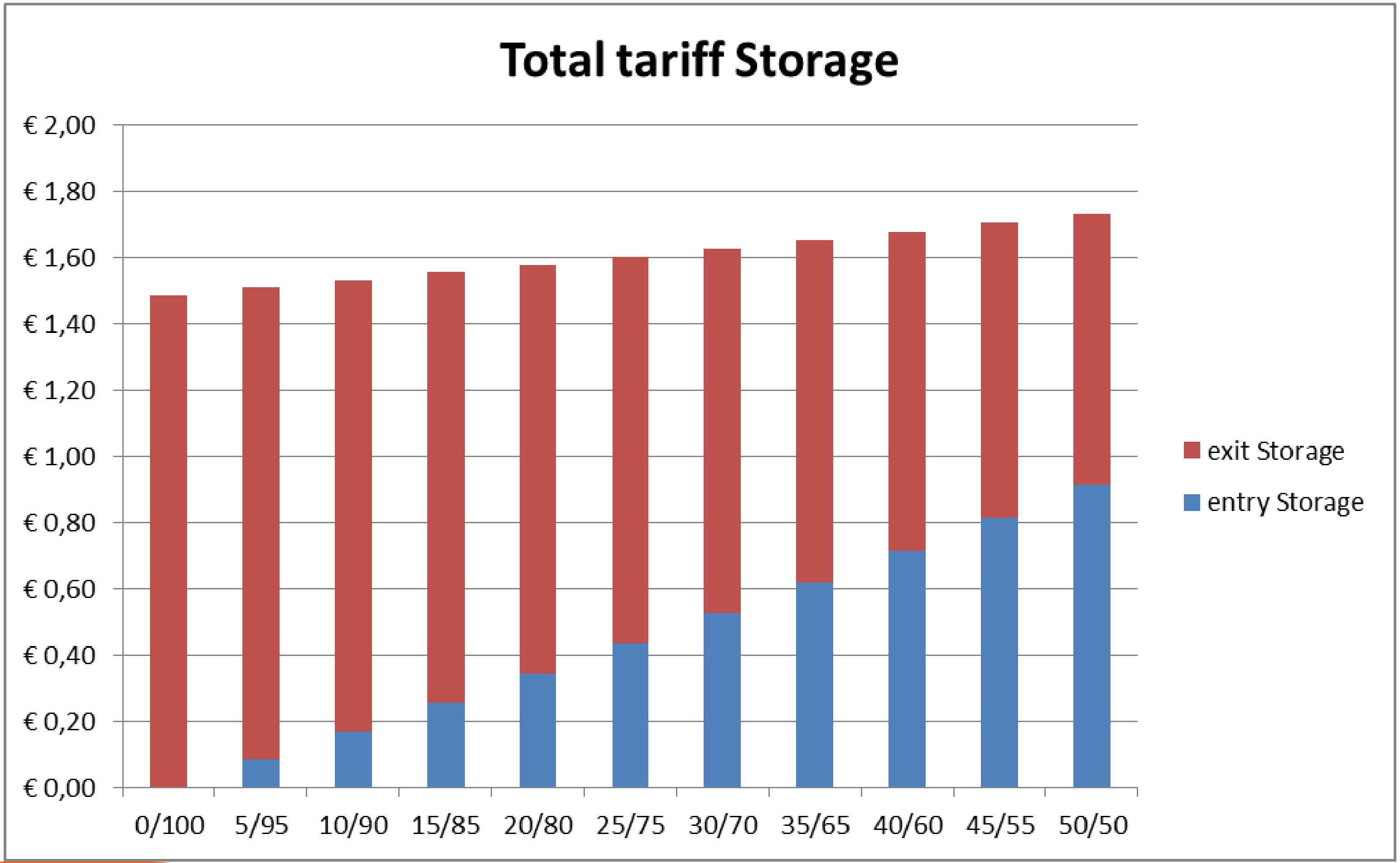
Transit tariffs



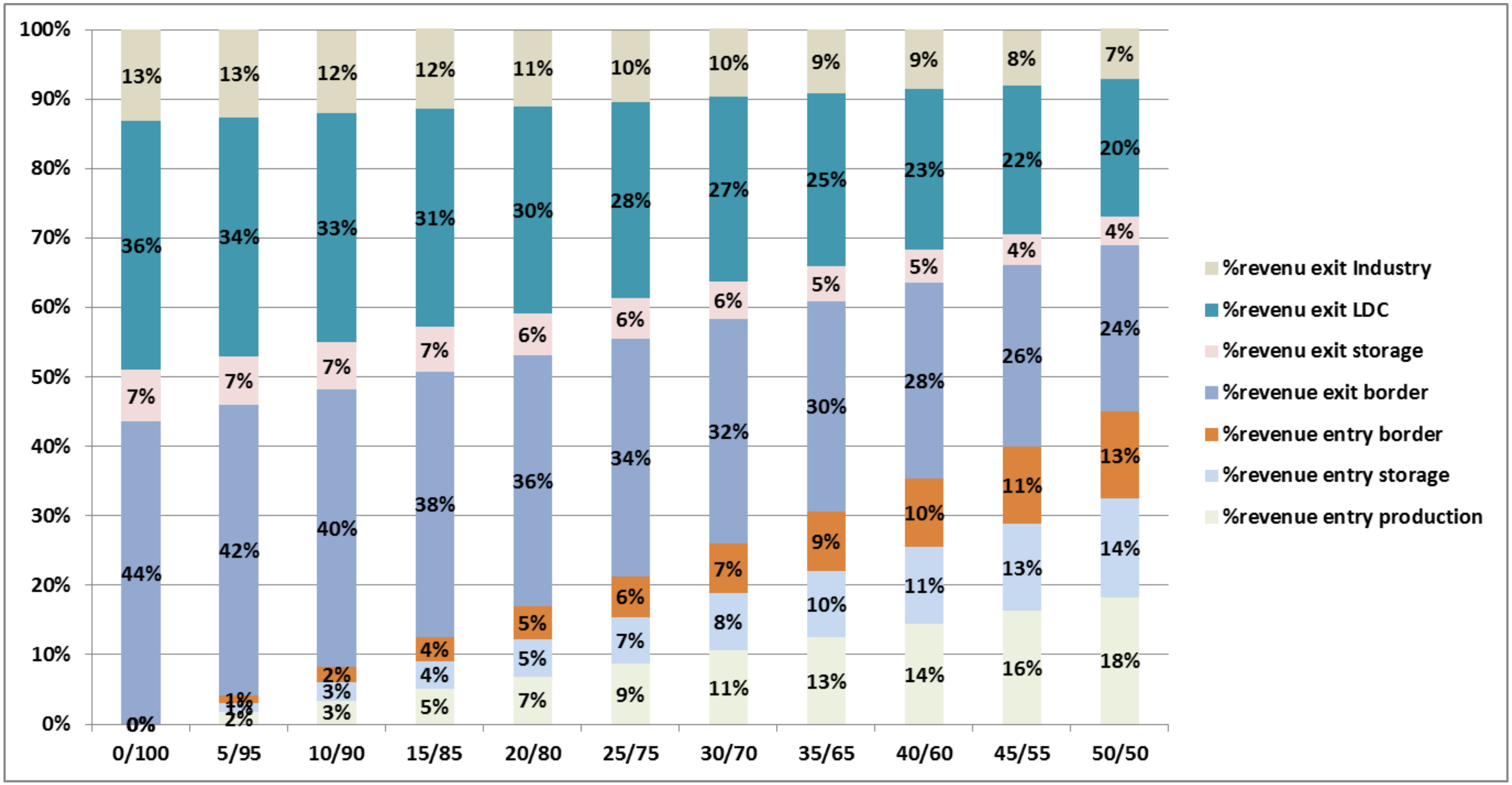
Industry & LDC tariffs



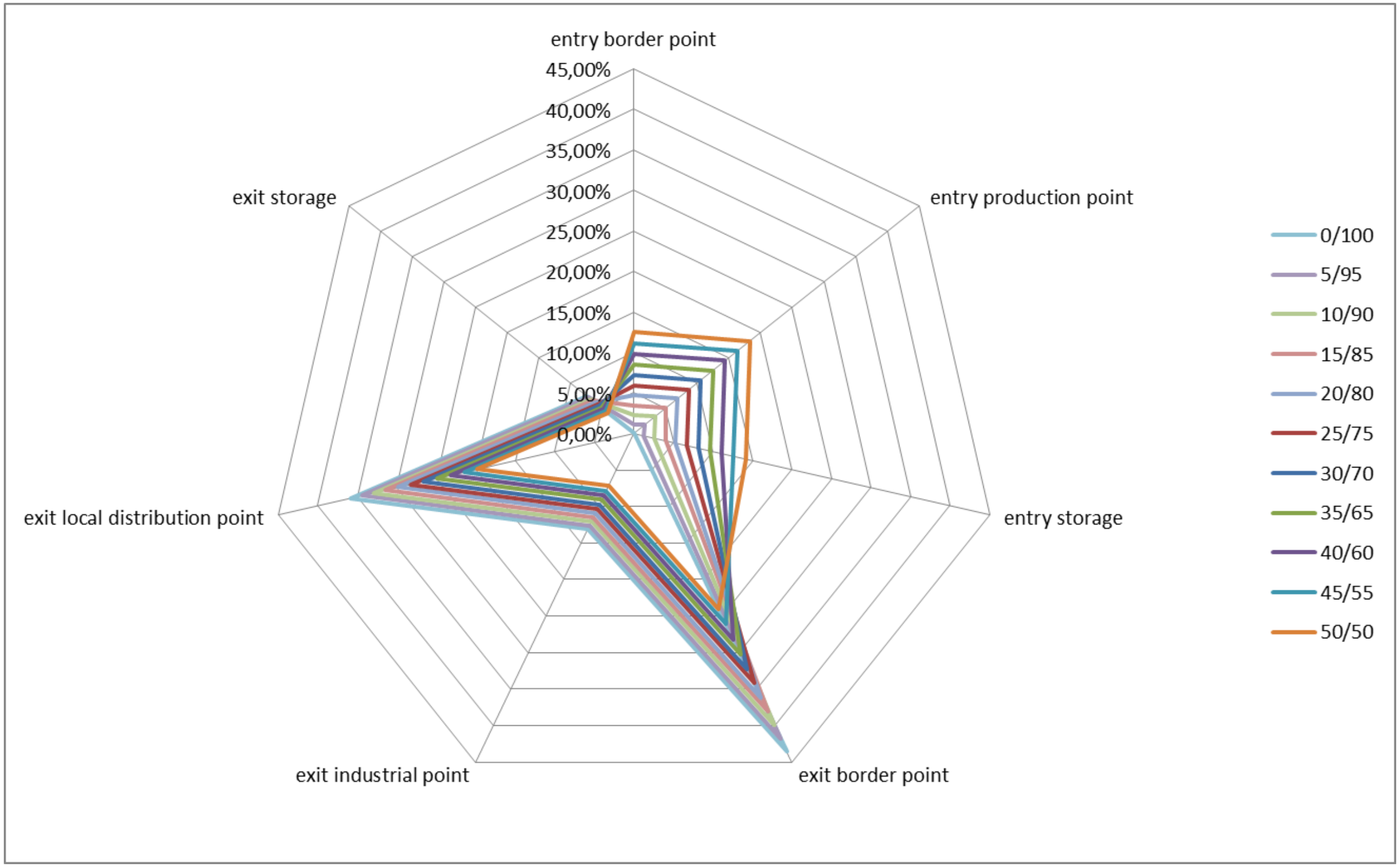
Storage tariffs



Revenues per segment (1)



Revenues per segment (2)



All entry/exit revenue splits comply with Cost Allocation Assessment (CAA)