

NC TAR Implementation process

GTS Implementation Proposal

NC TAR session 31 October 2017



Stakeholders response

- We have received several written comments, also after our previous session of 13 October 2017
- We have shared your comments with ACM (for those parties who explicitly agreed to that)
- We have incorporated your feedback in our proposal

GTS NC TAR Implementation Proposal

- In our proposal we summarise the discussion with our stakeholders over the last few months and, based on that, propose a future tariff structure.
- Proposed tariff structure is intended to enhance the well functioning Dutch gas market, also given the changes coming to the market in near future.
- The proposal supports the goals that we, together with our stakeholders, have identified for the Dutch gas market.
- Key element is the further virtualisation of delivering services to our customers.
- We explain the compliance of our proposal with the NC TAR requirements as well as with the European gas regulation.
- Our proposal is meant to serve as input for the next phase, in which ACM will assess our proposal.

GTS NC TAR Implementation Proposal: key elements

NCTAR element	Implementation proposal
Transmission service (TS)	All-in (TT, QC, BT, BAT, AT): Obligatory TS
Non Transmission service	None
Reference Price methodology (RPM)	Postage stamp, no distance dependency
Entry/Exit revenue split	Stepped approach: 2020-2021: 35%-65% 2022 onwards: 0%-100%
Storage discount	50%
LNG discount	0%
Multiplier/seasonal	One methodology for all points: NCTAR based <i>Multiplier</i> : Investigate if German algorithm is applicable for the Dutch situation <i>Seasonal</i> : Apply NCTAR seasonal algorithm for all points, with parameter power=2
Calculation of reserve price for interruptible capacity	Ex-ante, similar to current situation

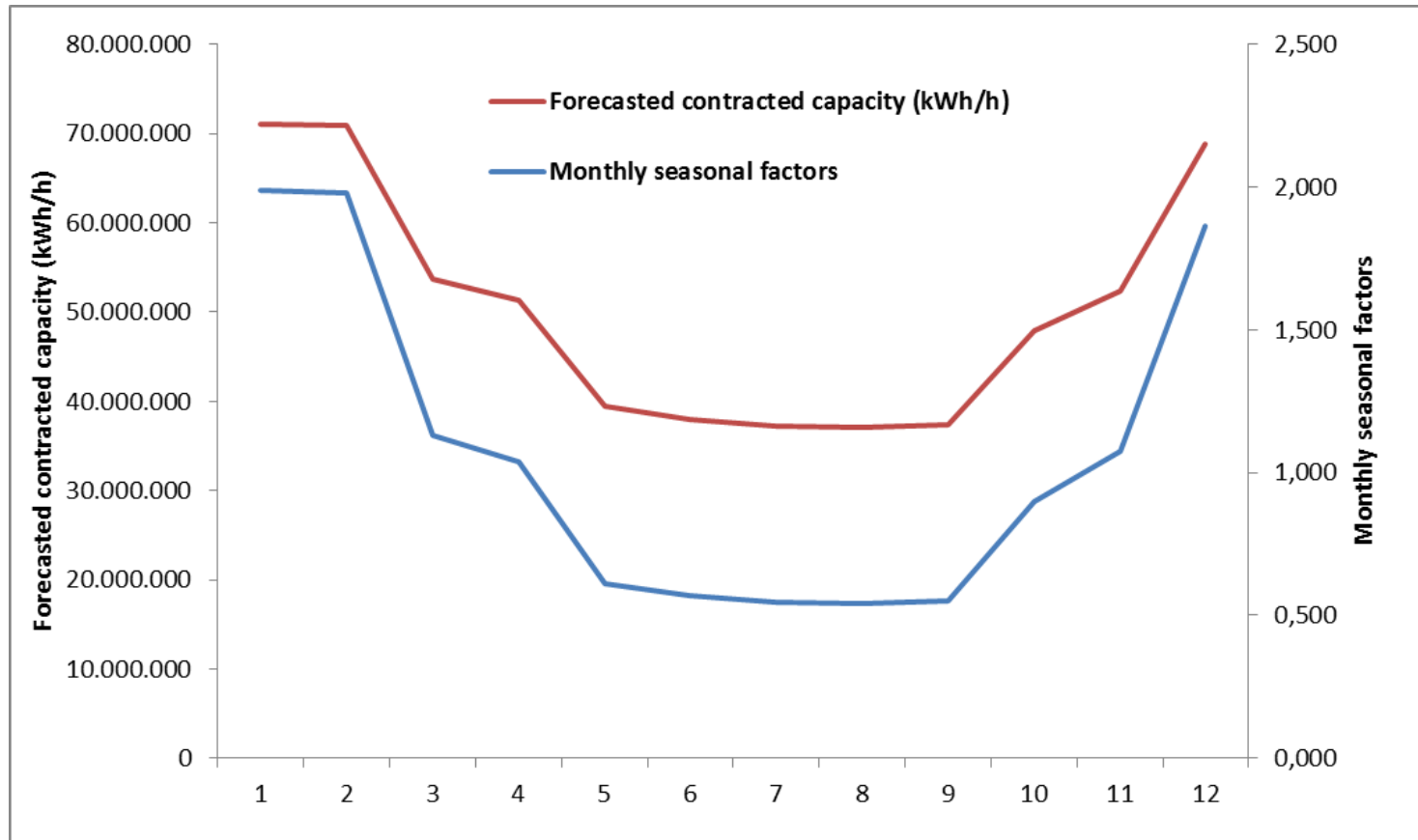
Entry/exit revenue split

- 2020-2021: 35%-65%
- 2022 onwards: 0%-100%
- Identified issues will be further analysed in order to find a proper solution
 - Incentives for investments
 - Transport via BBL
 - Operational process
 - Effects on long term contracts

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Indicative Seasonal factors



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Numerical results of proposed implementation - 1

- Tariff results for tariff year 2018, expected revenues based on Tariff Proposal 2018 (entry/exit revenue split 35%-65%)
- Forecasted contracted capacity identical to "rekenvolumes" used in TV18
- Indicative tariffs based on web based tariff calculation tool

NCTAR implementation proposal		
Segment	% revenue	Postage stamp (€/kWh/h/y)
Entry border point	8,5%	€ 1,241
Entry production point	12,5%	€ 1,241
Entry storage	9,6%	€ 0,620
Exit border point	30,3%	€ 2,066
Exit industrial point	9,1%	€ 2,066
Exit local distribution point	24,9%	€ 2,066
Exit storage	5,1%	€ 1,033
CAA before price adjustments		2%
CAA after price adjustments		5%

Numerical results of proposed implementation - 2

- Tariff results for tariff year 2018, expected revenues based on Tariff Proposal 2018 (entry/exit revenue split 0%-100%)
- Forecasted contracted capacity identical to “rekenvolumes” used in TV18
- Indicative tariffs based on web based tariff calculation tool

	NC TAR implementation	proposal
Segment	% revenue	Postage stamp (€/kWh/h/y)
Entry border point	0%	€ 0,000
Entry production point	0%	€ 0,000
Entry storage	0%	€ 0,000
Exit border point	43,6%	€ 2,974
Exit industrial point	13,1%	€ 2,974
Exit local distribution point	35,9%	€ 2,974
Exit storage	7,4%	€ 1,487
CAA before price adjustments		9%
CAA after price adjustments		3%

Other GTS activities, outside NC TAR

Activity category	
Associated primary service	<ul style="list-style-type: none"> Oversubscription and Buy Back (OBB), Auction premium, Balancing action and Line pack Flexibility Service (LFS)
Secondary products, Amendments and conditions	<ul style="list-style-type: none"> Diversion, Shift of capacity, Assignment (full transfer of all rights and obligations or ToC), Transfer of usage rights (ToU), Surrender of capacity, Capacity conversion, Decrease of capacity, Start-up service, Gas heating compensation, Capacity exceeding's, Overshoot agreement, SFA conditions, Capacity reduction due to transport restrictions, reconciliation, Metering/allocation correction

Questions?

