

Part D ‘Nominations & Allocations’ Legal Drafting Consultation

Summary Document

27 July 2015

The CER approved the business rules document in relation to [Code Modification A063 ‘Nominations and Allocations’](#) on 11 March 2015 and directed the Transporter to develop legal drafting on the basis of the [approved business rules](#).

This document summarises the key features of the legal drafting consultation and highlights any additions to or deviations from the approved business rules.

CONSULTATION PERIOD

Comments are requested on or before 14th August 2015

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Key Features of the Part D legal drafting:

Reference	Item
1.1.1 (definitions)	The Nomination and Renomination windows (across all points on the network) have been amended and aligned as per the business rules.
1.3	A new section 1.3 has been added to Part D titled ‘ IP Nomination Process ’ to describe the Nomination and Renomination process at Interconnection Points as distinct from other points on the network.
3.0	A new section 3 has been added to Part D titled ‘ Interconnection Point Allocations ’ to describe the Allocation process at Interconnection Points as distinct from other points on the network.
1.7.3	The last within-day NDM Nomination Advice has been brought forward from 00:45 to 23:30. This is a deviation from the information published in the approved business rules and has been included in the legal drafting further to a request raised by a Shipper representative at the Industry Workshop of 21 April 2015 (after the approval of the business rules in March). The representative requested that the final NDM Nomination Advice be issued before the final PRISMA auction window for within-day IP Capacity in order that a Shipper can more accurately determine its capacity requirement. The Transporter confirmed at the Code Modification Forum meeting of 3 June 2015 that the proposed change would be included in the Part D legal drafting consultation.

Reference	Item
General	<p>As previously communicated, the <i>Virtual Inventory Product (VIP)</i> is suspended as and from 1 October 2015, with the potential resumption of the product to be kept under review. Accordingly, any drafting relating to the product has been retained, but is effectively 'frozen' until further notice. Any relevant drafting has been highlighted in yellow in the consultation text.</p>
1.3.1	<p>As a result of the change to Part C of the Code, whereby it is no longer a requirement to hold long term capacity in order to book short term capacity, a potential anomaly in relation to the submission of nominations were the Part D drafting to remain unchanged. The Code currently requires that a <i>Registered Shipper</i> holds Capacity and further requires that a Shipper must be a Registered Shipper in order for it to submit a nomination.</p> <p>Therefore, the Transporter would be forced to reject a nomination submitted by a Shipper day-ahead or early within-day who had not yet booked Capacity (but may well intend to do so later in the day before the closure of the capacity booking windows) on the basis that the Shipper is not considered a <i>Registered Shipper</i>.</p> <p>In order to address this potential anomaly, Part D of the Code has been changed such that a Shipper who has not yet booked Capacity (and is therefore not a <i>Registered Shipper</i>) may submit a Nomination, albeit in the knowledge that the nomination is considered a 'Nomination in excess of Active Capacity' and is subject to overrun charges should the Shipper not subsequently book sufficient Capacity. Effectively, the Code has been changed so that a nomination will not be rejected on the basis of a Shipper not holding Capacity at the time of submission of the Nomination.</p>