

CODE OF OPERATIONS
PART D

THE PROVISIONS OF PART D WHICH RELATE TO THE VIRTUAL INVENTORY PRODUCT (VIP) HAVE BEEN HIGHLIGHTED. VIP HAS NOT YET BEEN REVIEWED IN THE CONTEXT OF THE CODE MODIFICATIONS TO TAKE ACCOUNT OF THE REQUIREMENTS OF EU CODES; ALL VIP DRAFTING HAS BEEN RETAINED BUT THE AVAILABILITY OF THE VIP PRODUCT IS SUSPENDED WITH EFFECT FROM 1 OCTOBER 2015.

NOMINATIONS,
ALLOCATIONS AND
NDM SUPPLY POINT RECONCILIATION

VERSION 4.0
AS AMENDED TO INCORPORATE
CODE MODIFICATION (A020: 04 APRIL 2008) AND (A029: 01 AUGUST 2008),
(A034: 11 DECEMBER 2009)
(TO ACCOMMODATE MEA: 01 APRIL 2009)
(A043: DECEMBER 2011)
(A050: 05 JULY 2012); (A051: 05 JULY 2012)
AS MARKED UP TO INCORPORATE MODIFICATION FURTHER RESTRICTING
EXIT CAPACITY TRANSFERS AND INCLUDING CODE MOD A061

Part D

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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, an IBP Nomination, CSEP Exit Nomination, ~~South-North-CSEP-Offtake Nomination~~, **VIP Nomination**, Sub-Sea I/C Offtake Nomination, ~~VExitP Nomination or VEntryP 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 a Renomination and/or the Nominated Quantity or Renominated Quantity specified therein as the case may be;
- (b) "**Renomination**" means a Nomination submitted in the Renomination Period and may constitute 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) "**Nomination End Time**" means in respect of any Nomination (including an IBP Nomination 13:00 hours on D – 1;
- (d) "**Nomination Period**" means in respect of a Nomination including IBP Nominations the period between the applicable Nomination Start Time and Nomination End Time;
- (e) "**Nomination Start Time**" means in respect of a Nomination including an IBP Nomination the start of the Day which is 30 days prior to the Day to which the Nomination refers;
- (f) "**Renomination Period**" means in respect of a Renomination the period starting at the Renomination Start Time and ending at the Renomination End Time;
- (g) "**Renomination End Time**" is, in respect of a Renomination including an IBP Renomination is 02:00 on D;
- (h) "**Renomination Start Time**" is in respect of a Renomination including an IBP Renomination for a Day, 18:00 hours on D – 1;
- (i) ~~(e)~~ "**Valid Nomination**" means a Valid Entry Nomination, ~~a Valid VEntryP Nomination~~, a Valid Exit Nomination, a Valid IBP Nomination, a Valid CSEP Exit Nomination, ~~a Valid South-North-CSEP-Offtake Nomination~~, a Valid VIP Nomination, a Valid Sub-Sea I/C Offtake ~~Nomination or a Valid VExitP~~ Nomination or such one or more of them as the context may require;

- (j) ~~(d)~~ **"Valid Renomination"** means a Valid Entry Renomination, ~~a Valid VEntryP Renomination,~~ a Valid Exit Renomination, a Valid IBP Renomination, a Valid CSEP Exit Renomination, ~~a Valid South-North CSEP Offtake Renomination,~~ a Valid VIP Renomination or a Valid Sub-Sea I/C Offtake Renomination or such one or more of them as the context may require;
- (k) ~~(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;
- (l) ~~(f)~~ **"End of Day Quantity" or "EODQ"** means the quantity of Natural Gas to be delivered at an Entry Point (which is not an IP Entry Point) on a Day as notified to the Transporter by an agent appointed pursuant to the Entry Point Procedures, applicable Bi-Directional CSP Procedures or notified pursuant to the applicable CSA¹ or where there is no such agent or applicable CSA in place, or where there is no such quantity notified by such agent or pursuant to a CSA, 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 ~~adjusted where applicable to take account of any applicable VExitP Nominations where there is a VExitP at the applicable Entry Point;~~
- (m) ~~(g)~~ **"Entry Nomination"** means a notification by a ~~Registered~~ Shipper at an Entry Point which is not an IP Entry Point to the Transporter of its intention to deliver a Nominated Quantity to the Transportation System at such Entry Point on a Day;
- (n) ~~(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;
- (o) ~~(i)~~ **"Valid Entry Nomination" or "Valid Entry Renomination"** shall have the meaning in Sections 1.2.2(c) or 1.2.5(i), as appropriate;
- (p) ~~(j)~~ **"Exit Nomination"** means one or more of a LDM Exit Nomination, a DM Exit Nomination, a NDM Exit Nomination, a Sub-Sea I/C Offtake Nomination ~~and/or a South-North CSEP Offtake Nominations~~^[1] as the context may require;
- (q) ~~(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;
- (r) ~~(l)~~ **"LDM Exit Nomination"** means a notification by a Shipper to the Transporter of its intention to offtake a Nominated Quantity from the

¹ [Proposed to redefine CSA in Part A to include Interconnection Agreement where the context requires](#)

Transportation System on a Day at a LDM Offtake ~~at which such Shipper is the Registered Shipper.~~ in accordance with this Code;

- (s) ~~(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;
- (t) ~~(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;
- (u) ~~(o)~~ **"Valid Exit Nomination"** or **"Valid Exit Renomination"** shall have the meaning in Sections 1.2.3(c) or 1.2.5(i), as appropriate;
- (v) ~~(p)~~ **"IBP Nomination"** means an IBP Sell Nomination and/or an IBP Buy Nomination as appropriate;
- (w) ~~(q)~~ **"IBP Renomination"** means a revision of a Nominated Quantity or Renominated Quantity in an earlier Valid IBP Nomination or Valid IBP Renomination;
- (x) ~~(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;
- (y) ~~(s)~~ **"IBP Buy Nomination"** means a notification submitted by a Shipper ~~registered as holding Active Exit Capacity other than Sub-Sea I/C Offtake Capacity~~ in connection with a quantity of Natural Gas to be acquired at the IBP on a Day by such Shipper;
- (z) ~~(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
- (aa) ~~(u)~~ **"Implied Nomination Flow Rate"** or **"INFR"** means the rate (in kWh) at which a Nominated Quantity ~~or~~, Renominated Quantity IP Nominated Quantity or IP Renominated Quantity is deemed to be delivered to or offtaken from the Transportation System on a Day as determined in accordance with Section 1.46;
- (bb) ~~(v)~~ **"CSEP Exit Nomination"** means a notification by a Shipper which is a Registered Shipper at a Connected System Exit Point (other than ~~the~~

~~South-Northern IP~~ CSEP) of its intention to offtake a Nominated Quantity from the Transportation System at a Connected System Exit Point (other than ~~the South-Northern IP~~ CSEP) and shall include an Interruptible CSEP Exit Nomination; including a CSEP Exit Nomination at a Storage Exit Point;

(cc) ~~(w)~~ “CSEP Exit Renomination” means a ~~Renomination~~ with respect to a Valid CSEP Exit Nomination or a Valid CSEP Exit Renomination at the CSEP;

(dd) ~~(x)~~ “Valid CSEP Exit Nomination” and “Valid CSEP Exit Renomination” shall have the meaning in Section [1.2.3(d)] or Section [1.2.5(i)] (as appropriate);

(ee) ~~(y)~~ “Interruptible CSEP Exit Nomination” means a CSEP Exit Nomination which is Interruptible pursuant to this Code;

(ff) ~~(z)~~² “Available I/C Inventory Space” means in respect of a Day the amount by which the Shipper’s I/C Inventory Space exceeds the Shipper’s Projected VIP Utilisation in respect of that Day;

(gg) ~~(aa)~~ “I/C Inventory Space” is an amount of capacity reserved by a Shipper at the VIP in accordance with the Code and Shipper’s I/C Inventory Agreement;

(hh) ~~(bb)~~ “Virtual Inventory Point” or “VIP” means the notional point on the Transmission System at which VIP Injection Nominations, VIP Withdrawal Nominations, VIP Injection Renominations and VIP Withdrawal Renominations are transacted;

(ii) ~~(cc)~~ “VIP Injection Nomination” means a notification by a VIP Shipper to the Transporter of its intention to inject a Nominated Quantity at the VIP on a Day pursuant to such Shipper’s relevant I/C Inventory Agreement;

(jj) ~~(dd)~~ “VIP Injection Renomination” means a revision of a Nominated Quantity in an earlier Valid VIP Injection Nomination or Valid VIP Injection Renomination;

(kk) ~~(ee)~~ “VIP Withdrawal Nomination” means a notification by a VIP Shipper to the Transporter of its intention to withdraw a Nominated Quantity at the VIP on a Day pursuant to such Shipper’s relevant I/C Inventory Agreement;

²[The IV Inventory Space product will be suspended such that it shall not apply with effect from the Gas Year commencing on 1 October 2015; all defined terms and drafting is retained pending further review and update of the product.](#)

(ll) ~~(ff)~~ “**VIP Withdrawal Renomination**” means a revision of a Nominated Quantity in an earlier Valid Withdrawal Nomination or Valid Withdrawal Renomination;

(mm) ~~(gg)~~ “**VIP Nomination**” means a VIP Injection Nomination and/or a VIP Withdrawal Nomination as appropriate;

(nn) ~~(hh)~~ “**VIP Renomination**” means a revision of a Nominated Quantity or Renominated Quantity in an earlier Valid VIP Nomination or Valid VIP Renomination;

(oo) ~~(ii)~~ “**VIP Shipper**” means a Registered Shipper who has reserved I/C Inventory Space with the Transporter;

(pp) ~~(jj)~~ “**Valid VIP Nomination**” or “**Valid VIP Renomination**” means a VIP Nomination or a VIP Renomination, as the case may be, that has been accepted by the Transporter and, where the context so requires, “**Valid VIP Injection Nomination**”, “**Valid VIP Withdrawal Nomination**”, “**Valid VIP Injection Renomination**” and “**Valid VIP Withdrawal Renomination**” shall be construed accordingly;

(qq) ~~(kk)~~ “**VIP Utilisation**” means the quantity of Natural Gas retained by a VIP Shipper at the VIP on a Day being the aggregate of the VIP Injection Allocations made in respect of such Shipper less the VIP Withdrawal Allocations made in respect of such Shipper from time to time during such Shipper’s relevant I/C Inventory Booking Period (adjusted from time to time by any quantity of Natural Gas which constitutes such Shipper’s VIP Utilisation at the end of one I/C Inventory Booking Period and the commencement of an immediately consecutive I/C Inventory Booking Period);

(rr) ~~(ll)~~ “**Projected VIP Utilisation**” means the quantity of Natural Gas anticipated to be retained or held by a VIP Shipper at the VIP in respect of a Day which quantity shall be the Shipper’s VIP Utilisation adjusted to take account of:

(i) the Shipper’s Valid VIP Withdrawal Nominations and/or VIP Withdrawal Renominations where used in the context of VIP Withdrawal Nominations or VIP Withdrawal Renominations; and

(ii) the Shipper’s Valid VIP Injection Nominations and/or Valid VIP Injection Renominations when used in the context of VIP Injection Nominations or VIP Injection Renominations;

and in each case in respect of the period from the Day to which the VIP Utilisation relates up to the Day in respect of which the projected VIP Utilisation is to be calculated;]

- (ss) ~~(mm)~~ “**Sub-Sea I/C Offtake Nomination**” means a notification by a Shipper [which is a Registered Shipper] at the Sub-Sea I/C Offtake of its intention to offtake a nominated quantity from the Transportation System at the Sub-Sea I/C Offtake and reference to a Sub-Sea I/C Offtake Nomination shall where the context so requires be deemed to include a Sub-Sea I/C Offtake Renomination;
- (tt) ~~(nn)~~ “**Sub-Sea I/C Offtake Renomination**” means a ~~Renomination with respect to~~ Nomination by a Shipper which is a Registered Shipper at the Sub-Sea I/C Offtake submitted within the Renomination Period and which may be a revision of a Valid Sub-Sea I/C Offtake Nomination or a Valid Sub-Sea I/C Offtake Renomination at the Sub-Sea I/C Offtake;
- (uu) ~~(oo)~~ “**Valid Sub-Sea I/C Offtake Nomination**” and “**Valid Sub-Sea I/C Offtake Renomination**” shall have the meaning in Section 1.2.3(c) or 1.2.5(i) (as appropriate).
- ~~(pp) “**VExit EODQ**” means the quantity (not exceeding the applicable Available Daily Interruptible VExit Capacity or the Reduced Available Daily Interruptible VExit Capacity) of Natural Gas to be offtaken at a VExit on a Day which shall be the lesser of:~~
- (vv) “**IP VExit Nomination**” means a notification, submitted within the applicable IP Nomination Period, by a Shipper at a IP VExit of its intention to offtake an IP Nominated Quantity from the Transportation System on a Day at that IP VExit in accordance with this Code.
- (ww) “**IP VExit Renomination**” means an IP VExit Nomination submitted following notification in accordance with this Code of an Interruption at that IP VEntry and which shall be a revision of an IP Nomination Confirmed Quantity in respect of an earlier Valid IP VExit Nomination or Valid IP VExit Renomination (as the case may be); and
- (xx) “**IP VEntry Nomination**” means a notification, submitted within the applicable IP Nomination Period, by a Shipper at the IP VEntry of its intention to deliver a IP Nominated Quantity to the Transportation System on a Day at the IP VEntry in accordance with this Code.
- (yy) “**IP VEntry Renomination**” means an IP VEntry Nomination submitted by a Shipper at the IP VEntry following notification in accordance with this Code of an Interruption at that IP VEntry and which shall be a revision of IP Nomination Confirmed in respect of earlier Valid IP VEntry Nomination or Valid IP VEntry Renomination (as the case may be).
- (zz) “**IP CSEP Offtake Nomination**” means a notification submitted within the applicable IP Nomination Period by a Shipper at an IP CSEP of its intention to offtake an IP Nominated Quantity from the Transportation

System at that IP CSEP on a Day and which IP CSEP Offtake Nomination may be Single Sided or Double Sided.

(aaa) ["IP CSEP Offtake Renomination" means an IP CSEP Offtake Nomination submitted during the applicable IP Renomination Period and which may be a revision of an IP Nominated Quantity in an earlier IP CSEP Offtake Nomination or IP CSEP Offtake Renomination (as the case may be).]

(bbb) "IP Nomination" means an IP Entry Nomination, an IP CSEP Nomination, an IP VEntry Nomination, an IP VExit Nomination or such one or more of them as the context requires and references to an IP Nomination may be construed as a reference to an IP Renomination and/or to the IP Nominated Quantity or IP Renominated Quantity specified therein (as the case may be) and a "Valid IP Nomination" or "Valid IP Renomination" shall mean an IP Nomination which is not rejected in accordance with this Code and a "Valid IP Entry Nomination", "Valid IP CSEP Nomination", "Valid IP VEntry Nomination" and "Valid IP VExit Nomination" shall be construed accordingly.

(ccc) "IP Nomination Start Time" means:

(i) in respect of an IP Nomination or an IP CSEP Offtake Nomination the start of the Day which commences 30 days prior to the Day to which the IP Nomination relates; and

(ii) in respect of an IP Nomination at the IP VEntry or at the IP VExit 18:00 on D – 1;

(ddd) "IP Nomination Period" means the period starting at the applicable IP Nomination Start Time and ending at the applicable IP Nomination End Time;

(eee) "IP Nomination End Time" means:

(i) in respect of an IP Entry Nomination and/or an IP CSEP Offtake Nomination 13:00 hours on D – 1;

(ii) in respect of an IP VEntry Nomination or an IP VExit Nomination 23:00 on D – 1;

(fff) "IP Nomination Cycle" means in respect of an IP Nomination for a Day a period of two hours commencing at the IP Nomination End Time or VEntry/Exit Nomination End time (as the case may be) for that Day.

(ggg) "IP Renomination Cycle" means in respect of each Day a period of two hours commencing at an IP Nomination Deadline within the IP Renomination Period for the Day.

(hhh) "IP Nomination Deadline" means:

- (i) for an IP Nomination in respect of a Day 13:00 hours on D – 1; and
- (ii) for an IP Renomination submitted within the IP Renomination Period in respect of the Day, the start of the hour which commences after receipt of the relevant IP Renomination within the IP Renomination Period;

and where the first IP Nomination Deadline within the IP Renomination Period shall be 16:00 hours on D – 1 and the last IP Nomination Deadline in respect of a Day shall be 02:00 hours on that Day.

(iii) "IP Renomination Period" shall in respect of each Day mean the period commencing at the applicable IP Renomination Start Time and ending at the IP Renomination End Time.

(jjj) "IP Renomination Start Time" means:

- (i) in respect of an IP Entry Renomination or an IP CSEP Offtake Renomination for a Day 15:00 hours on the Day; and
- (ii) in respect of an IP VEntry Renomination, an IP VExit Renomination the time of issue of a notice of Interruption with respect to that IP VEntry or IP VExit.

(kkk) "IP Renomination End Time" means:

- (i) ~~where a Bi-Directional CSP Agent has been appointed for matching of VExitP Nominations pursuant to applicable Bi-Directional CSP Procedures the quantity notified to the Transporter by the Agent as the aggregate matched VExitP Nominations; or~~ in respect of an IP Entry Renomination or an IP CSEP Offtake Renomination 02:00 on the Day; and
- (ii) ~~where no such Bi-Directional CSP Agent has been appointed or any agent so appointed has failed to notify the required quantity the aggregate of the Valid VExitP Nominations and/or VExitP Renominations at the VExitP in respect of the Day;~~ in respect of an IP VEntry Renomination or an IP VExit Renomination the start of the hour which commences [two] hours after issue of the notice of Interruption.

(lll) "IP Renomination" means a IP Nomination submitted by a Shipper within the applicable IP Renomination Period and which may be revision to the IP Nominated Quantity in respect of a prior IP Nomination or IP Renomination and references to an IP Renomination may be construed as a reference to the IP Nomination Quantity specified therein or the IP Nomination Processed Quantity or the IP Nomination Confirmed

Quantity as the case may be and a Valid IP Renomination means an IP Renomination which is not rejected pursuant to the Code and "**Valid IP Entry Renominations**", "**Valid IP CSEP Offtake Renominations**" and "**Valid IP VEntry Renomination**". "**Valid IP VExit Renominations**" shall be construed accordingly.

(mmm) "**IP Entry Nomination**" means a notification submitted within the applicable IP Nomination Period by a Shipper at an IP Entry Point of its intention to deliver an IP Nominated Quantity to the Transportation System at such IP Entry Point on a Day and which IP Nomination may be Single Sided or Double Sided.

(nnn) "**IP Nominated Quantity**" or "**IP Renominated Quantity**" means the quantity of Natural Gas (in kWh/d) specified in a Shippers IP Nomination or IP Renomination and a reference to an IP Nominated Quantity or IP Renominated Quantity shall include a reference to the IP Nomination Processed Quantity and/or the IP Nomination Confirmed Quantity as applicable.

(ooo) "**IP Nomination Processed Quantity**" means in respect of an IP Nomination or an IP Renomination that quantity of Natural Gas which is determined as such by the Transporter in accordance with Section 1.4.7, [and which shall be submitted to Matching in accordance with the applicable IP Matching Procedure].

(ppp) "**IP Nomination Confirmed Quantity**" means in respect of an IP Nomination or an IP Renomination the quantity of Natural Gas determined as such in accordance with the applicable IP Matching Procedure and notified to the Shipper in accordance with Section 1.4.8, 1.4.9 or 1.4.12.

(qqq) "**Initiating TSO**" means in respect of an IP the relevant transmission system operator being either the Transporter (or its Affiliate) or the Adjacent TSO at that IP and which is identified as such in or pursuant to the applicable Interconnection Agreement at that IP.

(rrr) "**Matching TSO**" means in respect of an IP the relevant transmission system operator being either the Transporter (or its Affiliate) or the Adjacent TSO at that IP and which is identified as such in or pursuant to the applicable Interconnection Agreement at that IP.

(sss) "**IP Matching Procedure**" shall have the meaning in section 1.4.5 and "**Matching**" shall mean the process undertaken in accordance with the relevant IP Matching Procedure to inter alia determine IP Nomination Confirmed Quantities at the IP.

(ttt) "**Single Sided**" means in respect of an IP Nomination a notification submitted by a Shipper to the Initiating TSO at an IP and which operates

as a notification to both the Initiating TSO and Matching TSO at that IP, and which specifies a quantity of Natural Gas to be delivered to or offtaken from the Transportation System and to be offtaken from or delivered to the transmission system of the Adjacent TSO at the same IP and "**Single Sided IP Nomination**" and "**Single Sided IP Renomination**" shall be construed accordingly

(uuu) "**Double Sided**" means in respect of an IP Nomination an IP Nomination which is submitted by a Shipper to the Transporter in accordance with this Code and where a separate nomination is submitted to the Adjacent TSO in accordance with the Adjacent TSO Transportation Arrangements and "**Double Sided IP Nomination**" and "**Double Sided IP Renomination**" shall be construed accordingly.

(vvv) "**Counterparty IP Shipper**" means in relation to a Shipper which submits an IP Nomination for delivery of natural gas to or offtake of natural gas from the Transportation System at an IP, the IS Shipper (which may be the Shipper) which is to offtake such Natural Gas from or deliver such Natural Gas to Interconnected System at the IP.

(www) "**Interconnected System Shipper**" or "**IS Shipper**" is a shipper pursuant to the Adjacent TSO Transportation Arrangements on the Interconnected System at an IP, who may also be a Shipper.

(xxx) "**Interconnected System Nomination**" or "**IS Nomination**" means a nomination (and/or a renomination) to the Adjacent TSO pursuant to the Adjacent TSO Transportation Arrangements at an Interconnection Point in respect of a quantity of natural gas to be delivered to or offtaken from the Interconnected System at an Interconnection Point (and which may be Single Sided or Double Sided).

(yyy) "**Corresponding IS Nomination**" in relation to an IP Nomination or IP Renomination is an IS Nomination submitted by a Counterparty IP Shipper for the same IP, Day, direction and Effective Flow Rate Time as the IP Nomination or IP Renomination submitted by a Shipper and which specifies the Shipper as a counterparty shipper.

(zzz) "**direction**" or direction of gas flow for the purpose of any IP Nomination shall be:

- (i) ~~(qq) "**VExit Profile Quantity**" shall mean the VExit EODQ or if different the quantity which is treated as the aggregate quantity to be offtaken at the VExit in respect of the Day and netted against the EDOQ at the Entry Point for the purpose of establishing the physical quantities of Natural Gas to be delivered to and profiled for delivery to the Transportation System at the Bi-Directional CSP on the Day.~~ the IP Nomination is in respect of a quantity of Natural Gas to be delivered to the Transportation System at an Interconnection

Point and offtaken from the Interconnected System at that Interconnection Point; or

- (rr) ~~“VExitP Nomination” means a notification by a Shipper which is a Registered Shipper at a VExitP of its intention to offtake a Nominated Quantity from the Transportation System on a Day at the VExitP.~~
- (ss) ~~“VExitP Renomination” means a revision of a Nominated Quantity in an earlier Valid VExitP Nomination or Valid VExitP Renomination (as the case may be); and~~
- (tt) ~~“Valid VExitP Nomination” and “Valid VExitP Renomination” shall have the meaning in Section 1.2.3(d) and 1.2.5 (i) (as appropriate).~~
- (uu) ~~“VEntryP EODQ” means the quantity (not exceeding the applicable Available Daily Interruptible VEntryP Capacity or the Reduced Available Daily Interruptible VEntryP Capacity) of Natural Gas to be virtually delivered at the VEntryP on a Day which shall be the aggregate of the Valid VEntryP Nominations and/or VEntryP Renominations at the VEntryP in respect of the Day.~~
- (vv) ~~“VEntryP Nomination” means a notification by a Shipper which is a Registered Shipper at the VEntryP of its intention to virtually deliver a Nominated Quantity to the Transportation System on a Day at the VEntryP.~~
- (ww) ~~“VEntryP Renomination” means a revision of a Nominated Quantity in an earlier Valid VEntryP Nomination or Valid VEntryP Renomination (as the case may be).~~
- (xx) ~~“Valid VEntryP Nomination” and “Valid VEntryP Renomination” shall have the meaning in Section 1.2.2(c) or 1.2.5(i) as appropriate.~~
- (yy) ~~“VEntryP Profile Quantity” shall mean the VEntryP EODQ or if different the quantity which is treated as the aggregate Quantity to be virtually delivered at the VEntryP in respect of the Day and netted against the EODQ at South North CSEP for the purpose of establishing the physical quantities of Natural Gas to be offtaken from and profiled for offtake from the Transportation System at the South North CSEP on the Day.~~
- (zz) ~~“South North CSEP Offtake Nomination” means a notification by a Shipper which is registered at the South North CSEP of its intention to offtake a Nominated Quantity from the Transportation System on a Day at the South North CSEP.~~
- (aaa) ~~“South North CSEP Offtake Renomination” means a revision of a Nominated Quantity in an earlier Valid South North CSEP Offtake~~

~~Nomination or Valid South North CSEP Offtake Renomination (as the case may be).~~

~~(bbb) “Valid South North CSEP Offtake Nomination” and “Valid South North CSEP Offtake Renomination” have the meaning in Section 1.2.3(d) and 1.2.5(i) (as appropriate).~~

(ii) the IP Nomination is in respect of a quantity of Natural Gas to be offtaken from the Transportation System at an Interconnected Point for delivery to the Interconnection System at that Interconnection Point.

1.1.2 A Registered Shipper shall be deemed to have made a zero Entry Nomination at an Entry Point, and/or a zero Nomination in respect of a LDM Offtake, DM Offtake(s), NDM Supply Point(s), the Sub-Sea I/C Offtake ~~or the South North CSEP~~ and/or zero CSEP Exit Nomination and/or a zero IBP Nomination and/or a zero VIP Injection Nomination and/or a zero VIP Withdrawal Nomination and/or a zero VExitP Nomination and/or a zero VEntryP Nomination respectively, if:

- (a) the Shipper has not made such a Nomination in relation to that Day ~~(and in the case of a VExitP Nomination the Day is within the applicable Virtual Reverse Flow Season); 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.~~

1.1.3 (b) For the purposes of this Code, any change in the rate of For the purposes of this Code, any change in the rate of delivery or offtake of Natural Gas to or from the Transportation System by a Shipper following a Valid Exit Renomination or Valid CSEP Exit Renomination or Valid South North OfftakeIP Renomination shall only be deemed to commence at the Renomination applicable Effective TimeFlow Rate Time in accordance with Section 1.9.

~~(c) The provisions of this Section 1.1.3 shall not apply to VExitP Nominations or VEntryP Nominations.~~

~~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 utilising Entry Capacity and each Back-Up Capacity Booking.~~

1.1.4 ~~1.1.5~~ A Shipper which is registered at an Entry Point or which is a Registered Shipper at an Offtake Point or Connected System Exit Point or which is a Registered Shipper at the Sub-Sea I/C Offtake or which is a Registered Shipper at the South-North CSEP or which is a Registered Shipper at the ~~VExitP~~ or which is a Registered Shipper at the ~~VEntryP~~ [Shippers] shall be entitled to submit relevant Nominations ~~subject to and~~ and IP Nominations in accordance with this Code ~~subject always to Section 1.1.12.~~

1.1.5 A Shipper at an IP may in respect of a Day have only one prevailing IP Nomination in respect of each Counterparty IP Shipper in each direction at that IP:

1.1.6 A Shipper at an Entry Point shall have only one prevailing Entry Nomination in respect of each Day at each Entry Point at which the Shipper is a Registered Shipper.

1.1.7 ~~1.1.6~~ A Shipper shall ~~submit~~ have only one prevailing LDM Exit Nomination in respect of each LDM Offtake at which the Shipper is a Registered Shipper ~~and only one South-North CSEP Offtake Nomination at the South-North CSEP~~ notwithstanding that the Shipper may have multiple LDM Capacity Bookings at such Offtake ~~or multiple South-North CSEP Capacity Bookings at the South-North CSEP (as the case may be).~~

1.1.8 ~~1.1.7~~ Shippers acknowledge that the MHQ as notified by the Transporter to Shippers registered at an LDM Offtake or at the Sub-Sea I/C Offtake (including pursuant to any applicable End User Agreement) or at the South-North IP CSEP and/or as entered on the Capacity Register is the MHQ applicable in respect of the LDM Offtake ~~or the~~ Sub-Sea I/C Offtake or the South-North IP CSEP and is not exclusive to any Shipper or any individual LDM Capacity Booking or Sub-Sea I/C Offtake Capacity Booking, or ~~South-North~~ IP CSEP Capacity Booking (as the case may be).

1.1.9 ~~1.1.8~~ [The Transporter shall have the right to suspend or instruct the submission of VIP Injection Nominations and/or VIP Withdrawal Nominations and/or VIP Renominations for operational reasons.]

1.1.10 ~~1.1.9~~ [The Transporter shall have the right to suspend or instruct the submission of ~~VExitPIP VExit~~ Nominations, ~~VEntryP Nominations, VExitPIP VEntry Nominations, IP VExit~~ Renominations or ~~VEntryPIP VEntry~~ Renominations where a ~~VExitPIP VExit~~ Capacity Interruption Notice with respect to the ~~VExitPIP VExit~~ has issued or where a ~~VEntryPIP VEntry~~ Capacity Interruption Notice with respect to the ~~VEntryPIP VEntry~~ has issued.]

1.1.11 Where the Transporter is

- (a) the Initiating TSO at an IP, Shippers at the IP may:
 - (i) submit relevant Double Sided IP Nominations to the Transporter in accordance with this Code; and
 - (ii) submit relevant Single Sided IP Nominations to the Transporter; and where the Transporter as Initiating TSO receives Single Sided IP Nominations, it does so as Transporter pursuant to this Code and as agent of the Adjacent TSO to the extent that such Single Sided Nomination is an IP Nomination pursuant to the Adjacent TSO Transportation Arrangements;
- (b) the Matching TSO at an IP, Shippers at the IP may:
 - (i) submit relevant Double Sided IP Nomination(s) to the Transporter in accordance with this Code; and
 - (ii) submit relevant Single Sided IP Nomination(s) to the Initiating TSO at the relevant IP in accordance with the Adjacent TSO Transportation Arrangements (as agent for the Transporter).
- (c) A Single Sided IP Nomination shall, where the Transporter is the Matching TSO at an IP, be deemed rejected in accordance with this Code where it is rejected in accordance with the Adjacent TSO Transportation Arrangements.

1.2 Nomination Process

1.2.1 Nominations

- (a) Nominations (other than Nominations referred to in Section 1.2.1(b) or in Section 1.2.1(c)) shall be submitted ~~no earlier than thirty one (31) days prior to the Day ("within the Nomination Start Time") and not later than 10:00 hours on D-1 ("Nomination End Time")~~ Period, in accordance with the provisions of this Section 1.
- ~~(b) Nominations in respect of the VExitP shall be submitted no earlier than 18:00 on D-1 ("VExitP Nomination Start Time") and not later than 01:45 hours on D-1 ("VExitP Nomination End Time");~~
- ~~(c) Nominations in respect of the VEntryP shall be submitted no earlier than 18:00 on D-1 ("VEntryP Nomination Start Time") and not later than 01:45 hours on D-1 ("VEntryP Nomination End Time");~~
- (b) ~~(d)~~ Each ~~Registered~~ Shipper shall submit accurate information with respect to Nominations.

(c) ~~1.2.2 Entry Nominations and VEntryP Nominations~~ All Nominations shall be submitted in accordance with the remaining provisions of this Section 1.2;

(d) a Nomination at an Entry Point or at an LDM Exit Point submitted by a Shipper which has submitted a Short Term Entry Capacity or Short Term LDM Capacity Notice (as applicable) and in each case which has been accepted by the Transporter in accordance with Part F (Administration) Section 1.3.5 or 1.4.6 as the case may be but is not at the time of submission of a relevant Nomination a Registered Shipper at the Entry Point or at the LDM Exit Point in respect of the Day for which the Nomination is submitted may be accepted by the Transporter and such Nomination if accepted by the Transporter shall be treated as a Nomination in excess of Active Capacity.

The acceptance by the Transporter of such a Nomination shall not be treated as a representation or warranty that the required capacity is available or may be booked by the Shipper.

Save to the extent the Shipper becomes a Registered Shipper at the Entry Point or the LDM Exit Point (as the case may be) in respect of the Day and acquires relevant capacity and the subsequent Allocation shall be treated as an Overrun.

(e) This section 1.2 does not apply to IP Nominations which shall be submitted in accordance with Section 1.3;

1.2.2 Entry Nominations

- (a) Each Entry ~~Nomination and each VEntryP~~ 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 ~~or VEntryP Nomination~~ is being made;
 - (ii) the Entry Point ~~or Virtual Entry Point~~ in respect of which the Entry Nomination ~~or VEntryP Nomination~~ is being made;
 - (iii) the Nominated Quantity (in kWh/d);
 - (iv) the applicable Shipper ID of the Shipper making the Entry Nomination ~~or VEntryP Nomination~~; and
 - (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);

- ~~(vi) whether the Entry Nomination is being made with respect to Back-Up Entry Capacity;~~
- ~~(vii) the Back-Up Capacity Booking(s) to which the Nomination relates (where applicable); and~~
- ~~(viii) whether the Entry Nomination is made in whole or in part with respect to Primary Entry Capacity booked pursuant to a Treaty Entitlement.~~
- (b) The Transporter shall ~~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 and the Transporter shall approve for processing a VEntryP Nomination received at any time during the period commencing with the VEntryP Nomination Start Time and ending at the VEntryP Nomination End Time, when~~reject an Entry Nomination [], for any of the reasons specified in (i) or (ii) below and may reject any Entry Nomination for any of the reasons specified in (iii) or (iv) below:
- (i) such Entry Nomination has not been submitted by a Shipper in accordance with Sections 1.2.1 and 1.2.2(a) ~~or such VEntryP Nomination has been submitted by a Shipper in accordance with Sections 1.2.1 and 1.2.2(c) (as applicable);~~; or
- (ii) the ~~Nominated Quantity (in kWh) is subject to Section 1.2.2(b)(iv) less than or equal to the Shipper's Active Entry Capacity;~~Entry Nomination has not been submitted within the applicable Nomination Period;
- (iii) ~~where the Entry Nomination is made with respect to Back-Up Entry Capacity the Nominated Quantity exceeds the Active Back-Up Entry Capacity of the Shipper pursuant to the specified Back-Up Capacity Booking;~~the Shipper is not a Registered Shipper at the Entry Point; or
- (iv) the ~~Entry Nomination is in respect of the Moffat Entry Point and the Shipper has submitted a VIP Withdrawal Nomination and the Nominated Quantity (in kWh) in aggregate in respect of the Entry Nomination and the VIP Withdrawal Nomination is less than or equal to the Shipper's Active~~Nominated Quantity is in excess of the Shippers Active Entry Capacity at the ~~Moffat~~ Entry Point; ~~and~~
- ~~(v) the Nomination is a VEntryP Nomination and the Nominated Quantity is less than or equal to Shipper's Booked Daily Interruptible VEntryP Capacity or Reduced Daily Interruptible VEntryP Capacity (as the case may be).~~

~~An Entry Nomination which is not approved for processing in accordance with this Section 1.2.2(b) or Section 1.2.2(g)(ii) shall be rejected and a VEntryP Nomination which is not approved for processing in accordance with this Section 1.2.2(b) or Section 1.2.2(h) shall be rejected.~~

~~(e) The Transporter shall accept an Entry Nomination or VEntryP Nomination which has been approved for processing pursuant to Section 1.2.2(b) or Section 1.2.3(g) or Section 1.2.3(h) (as applicable) at any time during the period commencing with the Nomination Start Time, or VEntryP Nomination Start Time (as applicable) and ending with the Nomination End Time or VEntryP Nomination End Time (as applicable) 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(e) shall be a valid Entry Nomination (“Valid Entry Nomination”). A VEntryP Nomination which has been accepted by the Transporter pursuant to this Section 1.2.2(e) shall be a valid VEntryP Nomination (“Valid VEntryP Nomination”).~~

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

~~(i) 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 is not already a Valid Entry Nomination, then at any time following the time at which the Entry Nomination was submitted and before within the Nomination ~~End Time~~Period 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~~ or~~

~~(ii) 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 The Transporter shall at a time up to 15:00 on D-1 accept an Entry Nomination submitted within the Nomination Period in respect of Day D which is not otherwise rejected pursuant to Section 1.2.2(b) or Section 1.2.2(g). An Entry Nomination which has been accepted by the Transporter pursuant to this Section 1.2.2(d)(ii) shall only supersede the Valid Entry Nomination when it is accepted by the Transporter pursuant to Section 1.2.2(c) and itself becomes a shall be a valid Entry Nomination (“Valid Entry Nomination; and”).~~

~~(iii) the provision of (i) shall apply mutatis mutandis to VEntryP Nominations.~~

~~(e) 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:~~

~~(d) (i) the Entry Nomination has not been approved for processing~~The Transporter will, at any time following a receipt of an Entry Nomination and in any event not later than 15:00 15:00 hours on D-1, notify a Shipper of the rejection of an Entry Nomination if the Entry Nomination is rejected in accordance with Section 1.2.2(b) or Section 1.2.2(g) prior to the Nomination End Time; ~~or,~~

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

~~(f) 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 Shipper.~~

~~(e) (g) Where the Transporter has 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 the relevant Shipper's Active Entry Capacity:~~

~~(i) has not been submitted by a Shipper which is a Registered Shipper for the Day to which the Nomination relates and/or;~~

~~(ii) specifies a Nominated Quantity in excess of the relevant Shipper's Active Entry Capacity;~~

~~(1) (i) the Transporter shall be entitled (but not obliged) to determine that such Entry Nomination is not acceptable and accordingly, reject the Entry Nomination; or~~

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

~~(A) (i) 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) (B) the Transporter notifies the Shipper that the Entry Nomination has not been rejected on the basis that the Shipper is not a Registered Shipper at the Entry Point or 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 1.57.1, 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).~~

~~For the avoidance of doubt a Shipper shall not be entitled to submit a VEntryP Nomination in excess of the Shippers Booked Daily Interruptible VEntryP Capacity or Reduced Daily Interruptible VEntryP Capacity (as applicable).~~

~~(h) The Transporter will reject a VEntryP Nomination if it has not achieved a Zero Imbalance Position with a corresponding VExitP Nomination within one hour in accordance with Section 1.3.4(f)~~

1.2.3 Exit Nominations, CSEP Exit Nominations, ~~(excluding for the avoidance of doubt IP CSEP Offtake Nominations) and~~ Sub-Sea I/C Offtake Nominations, ~~South North CSEP Offtake Nominations and VExitP Nominations~~

(a) An Exit Nomination, a CSEP Exit Nomination, ~~and~~ a Sub-Sea I/C Offtake Nomination, ~~a South North CSEP Offtake Nomination and a VExitP Nomination~~ shall specify the information necessary to enable the Transporter to ~~process~~ evaluate the Nomination as set out in Schedule 2 Part 2 including the following:

(i) the Day in respect of which the Exit Nomination, the CSEP Exit Nomination, ~~or~~ the Sub-Sea I/C Offtake Nomination, ~~the South North CSEP Offtake Nomination or the VExitP Nomination~~ (as the case may be) is being made;

(ii) the ~~applicable Shipper~~ applicable Shipper ID of the Shipper making the Exit Nomination, the CSEP Exit Nomination, ~~or~~ the Sub-Sea I/C Offtake Nomination, ~~the South North CSEP Offtake Nomination or the VExitP Nomination~~ (as the case may be); and

(iii) where the 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) and specify, in respect of each hour of each Day to which the Nomination (or Renomination) relates, a quantity which

is less than or equal to the applicable MHQ in respect of such LDM Offtake;

- (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; or

~~(4) South North CSEP Offtake Nomination:~~

~~(A) the South North CSEP;~~

~~(B) the Nominated Quantity (in kWh);~~

(iv) where the Nomination is a CSEP Exit Nomination:

- (1) the CSEP to which the Nomination relates;
- (2) the Nominated Quantity (in kWh); and
- (3) whether the CSEP Exit Nomination is Interruptible (~~unless~~provided it shall not be necessary for the Shipper to so specify where all CSEP Exit Nominations at the specified CSEP are Interruptible pursuant to this Code);

(v) where the Nomination is a Sub-Sea I/C Offtake Nomination:

- (1) the Sub-Sea I/C Offtake; and
- (2) the Nominated Quantity (in kWh); ~~Or~~.

~~(vi) where the Nomination is a VExitP Nomination:~~

~~(1) the day in respect of which the VExitP Nomination is made; and~~

~~(2) the Nominated Quantity in (kWh).~~

(b) The Transporter shall ~~approve for processing~~reject an Exit Nomination, ~~a South North CSEP Offtake Nomination~~ or a CSEP Exit Nomination received at any time during the ~~period commencing with the Nomination Start Time and ending on the Nomination End Time and shall approve for processing a VExitP Nomination received at any time during the period commencing with the VExitP Nomination Start Time and ending on the VExitP Nomination End Time~~Nomination Period, when:

- (i) such Exit Nomination, CSEP Exit Nomination, or Sub-Sea I/C Offtake Nomination, ~~South North CSEP Offtake Nomination or~~

~~V~~ExitP Nomination (as the case may be) has not been submitted by a Shipper in accordance with Sections 1.2.1 and 1.2.3(a);

~~(ii) the Nominated Quantity (in kWh) is less than or equal to the Shipper's Active Exit Capacity, Aggregate Primary DM Exit Capacity, Aggregate Primary NDM Exit Capacity or Sub-Sea I/C Offtake Capacity or Active South-North CSEP Offtake Capacity (as the case may be) (other than in the case of an Interruptible CSEP Exit Nomination);~~

~~(ii)~~ ~~(iii)~~ in the case of a LDM Exit Nomination, or Sub-Sea I/C Offtake Nomination ~~or South CSEP Offtake Nomination~~ it results in an Implied Nomination Flow Rate which ~~does not exceed~~exceeds the MHQ at the LDM Offtake or at the Sub-Sea I/C Offtake ~~or at the South-North CSEP~~ (as the case may be);

~~(iii)~~ ~~(iv)~~ in the case of a LDM Exit Nomination at a Multiple Shipper LDM Offtake or at the Sub-Sea I/C Offtake ~~or at the South-North CSEP~~ 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 or at the Sub-Sea I/C Offtake ~~or at the South-North CSEP~~ would result in an a negative Implied Nomination Flow Rate ~~which does not exceed the MHQ at the LDM Offtake or at the Sub-Sea I/C Offtake or at the South-North CSEP~~ (as the case may be);

~~(iv)~~ ~~(v)~~ in the case of a LDM Exit Nomination or a Sub-Sea I/C ~~Offtake Nomination or a South-North CSEP~~ Offtake Nomination it specifies an hourly offtake profile which, in respect of ~~each~~any hour, ~~does not exceed~~exceeds the MHQ at such LDM Offtake or at the Sub-Sea I/C Offtake ~~or at the South-North CSEP~~ (as the case may be);

~~(v)~~ ~~(vi)~~ in respect of a Multiple Shipper LDM Offtake or the Sub-Sea I/C Offtake ~~or the South-North CSEP~~, 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 or the Sub-Sea I/C Offtake ~~or the South-North CSEP~~ and by all Registered Shippers at such LDM Offtake or the Sub-Sea I/C Offtake ~~or the South-North CSEP does not exceed~~exceeds, in respect of one or more hours, the MHQ at the LDM Offtake or the Sub-Sea I/C Offtake ~~or the South-North CSEP~~ (as the case may be); and

~~(vi)~~ ~~(vii)~~ in the case of a CSEP Exit Nomination which is an Interruptible CSEP Exit Nomination:

- (1) the Nominated Quantity when aggregated with the aggregate of the Nominated Quantities of all Valid CSEP Exit Nominations ~~does not exceed~~exceeds the applicable CSEP Nominations Limit or the Aggregate Available Interruptible Nomination Limit; and
- (2) on a Day in respect of which an Interruption Notice is issued the Nominated Quantity ~~does not exceed~~exceeds the Shipper's Available Interruptible Exit Nomination Quantity.

~~(viii) In the case of a VExitP Nomination:~~

- ~~(1) the Nominated Quantity (in kWh) is less than or equal to the Shipper's Booked Interruptible VExitP Capacity; or~~
- ~~(2) on a Day in respect of which a VExitP Capacity Interruption Notice is issued the Nominated Quantity does not exceed the Reduced Booked Interruptible VExitP Capacity held by the Shipper.~~

- (c) ~~In the case of a South North CSEP Offtake Nomination the Nominated Quantity in respect of all South North CSEP Offtake Nomination exceeds any Minimum Flow Requirements (the "Minimum Flow Requirements") of the South North CSEP. Where the Transporter has received an Exit Nomination or Sub-Sea I/C Offtake Nomination in accordance with Sections 1.2.1 and 1.2.3(a) but which has been submitted by a Shipper which is not a Registered Shipper at the LDM Exit Point, specifies a Nominated Quantity in excess of the relevant Shipper's Active Exit Capacity, Aggregate Primary DM Exit Capacity, Aggregate Primary NDM Exit Capacity or the Shipper's Sub-Sea I/C Offtake Capacity (as the case may be); the Transporter shall be entitled but not obliged to determine that such Exit Nomination is not acceptable and, accordingly, reject the Exit Nomination or the Sub-Sea I/C Offtake Nomination (as the case may be) if within two (2) hours after the hour which commences after the Shipper submits the Exit Nomination or the Sub-Sea I/C Offtake Nomination (as the case may be);~~

~~An Exit Nomination (including a Sub-Sea I/C Offtake Nomination and/or a South North CSEP Offtake Nomination) or CSEP Exit Nomination or VExitP Nomination which is not approved for processing pursuant to this Section 1.2.3(b) or Section 1.2.5(f) will be rejected.~~

- (1) the Transporter has not notified the Shipper of its determination, the Exit Nomination or Sub-Sea I/C Offtake Nomination shall be deemed to have been rejected by the Transporter; or

~~(2) (d) The Transporter shall accept an Exit Nomination, CSEP Exit Nomination and/or a Sub-Sea I/C Offtake Nomination or a South-North CSEP Offtake Nomination (as the case may be) which has been approved for processing pursuant to Section 1.2.3(b) or Section 1.2.5(f) at any time during the period commencing with the Nomination Start Time and ending with the Nomination End Time and/or in the case of a VExitP Nomination commencing with a VExitP Nomination Start Time and ending with the VExitP Nomination End Time when the Shipper achieves Zero Imbalance Position in accordance with Section 1.3.4(a). An Exit Nomination or a CSEP Exit Nomination which is accepted by the Transporter pursuant to this Section 1.2.3(d) shall be a valid Exit Nomination (“Valid Exit Nomination”) or valid CSEP Exit Nomination (“Valid CSEP Exit Nomination”) or valid Sub-Sea I/C Offtake Nomination (“Valid Sub-Sea I/C Offtake Nomination”) or valid South-North CSEP Offtake Nomination (“Valid South-North CSEP Offtake Nomination”) or Valid VExitP Nomination (“Valid VExitP Nomination”) as the case may be. the Transporter notifies the Shipper that the Exit Nomination or Sub-Sea I/C Offtake Nomination has not been rejected on the basis that it specifies a Nominated Quantity in excess of the Shipper’s Active Exit Capacity or the Shipper’s Active Sub-Sea I/C Offtake Capacity, then, subject to the Transporter’s subsequent right of revocation pursuant to Section [1.7.1], the Exit Nomination may be approved for processing by the Transporter and accepted by the Transporter.~~

An Exit Nomination ~~(including a or Sub-Sea I/C Offtake Nomination or South-North CSEP Offtake Nomination), a CSEP Exit Nomination or VExitP Nomination which does not become a Valid Exit Nomination or a Valid CSEP Exit Nomination or Valid Sub-Sea I/C Offtake Nomination, Valid South-North CSEP Offtake Nomination or Valid VExitP Nominations~~ in excess of Active Exit Capacity or Active Sub-Sea I/C Offtake Capacity (as the case may be) which is not considered acceptable in accordance with this Section 1.2.3~~(d)~~ shall be rejected.

~~(d) (e)~~ Where a Shipper has submitted an Exit Nomination (including a Sub-Sea I/C Offtake Nomination ~~and/or South-North CSEP Offtake Nomination~~ or a CSEP Exit Nomination in accordance with Sections 1.2.1 and 1.2.3(a) and such Exit Nomination, ~~South-North CSEP Offtake Nomination~~ or CSEP Exit Nomination is:

(i) not already a Valid Exit Nomination, a Valid CSEP Exit Nomination or a Valid Sub-Sea I/C ~~Offtake Nomination or a Valid South-North CSEP~~ Offtake Nomination then at any time following

the 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, the CSEP Exit Nomination ~~or Sub-Sea I/C Offtake Nomination or South-North CSEP Offtake Nomination~~ (as the case may be) specifying a revised Nominated Quantity and such resubmitted Exit Nomination, the CSEP Exit Nomination or Sub-Sea I/C Offtake Nomination ~~or South-North CSEP Offtake Nomination~~ shall supersede the previously submitted Exit Nomination or CSEP Exit Nomination (including Sub-Sea I/C Offtake Nomination ~~and/or South-North CSEP Offtake Nomination~~) (as the case may be); or

- (ii) a Valid Exit Nomination, Valid CSEP Exit Nomination, ~~or Valid Sub-Sea I/C Offtake Nomination or Valid South-North CSEP Offtake Nomination~~, then at any time before the Nomination End Time, the Shipper shall be entitled to resubmit the Exit Nomination or CSEP Exit Nomination or Sub-Sea I/C Offtake Nomination ~~or South-North CSEP Offtake Nomination~~ (as the case may be) specifying a revised Nominated Quantity provided always that an Exit Nomination, CSEP Exit Nomination, Sub-Sea I/C Offtake Nomination ~~or South-North CSEP Offtake Nomination~~ submitted pursuant to this Section 1.2.3(e)(ii) shall only supersede the Valid Exit Nomination or Valid CSEP Nomination or Valid Sub-Sea I/C Offtake Nomination ~~or Valid South-North CSEP Offtake Nomination~~ when it is accepted by the Transporter pursuant to Section 1.2.3(b) and itself becomes a Valid Exit Nomination or Valid CSEP Exit Nomination or Valid Sub-Sea I/C Offtake Nomination ~~or Valid South-North CSEP Offtake Nomination~~.

~~(iii) the provision of paragraph (i) shall apply mutatis mutandis with respect to a Valid Exit Nomination.~~

- (e) The Transporter shall no later than 15:00 on D-1 accept an Exit Nomination, CSEP Exit Nomination and/or a Sub-Sea I/C Offtake Nomination (as the case may be) submitted within the Nomination Period and which has not been rejected or deemed rejected. An Exit Nomination or a CSEP Exit Nomination which is accepted by the Transporter pursuant to this Section 1.2.3(d) shall be a valid Exit Nomination (“Valid Exit Nomination”) or valid CSEP Exit Nomination (“Valid CSEP Exit Nomination”) or valid Sub-Sea I/C Offtake Nomination (“Valid Sub-Sea I/C Offtake Nomination”) as the case may be.

An Exit Nomination including a Sub-Sea I/C Offtake Nomination or a CSEP Exit Nomination which does not become a Valid Exit Nomination or a Valid CSEP Exit Nomination or Valid Sub-Sea I/C Offtake

Nomination, (as the case may be) in accordance with this Section 1.2.3(e) shall be rejected.

(f) The Transporter will, ~~after 10~~ at any time up to 15:00 hours on D - 1; reject an Exit Nomination, a CSEP Exit Nomination; and/or a Sub-Sea I/C Offtake Nomination ~~and/or a South-North CSEP Offtake~~ submitted within the Nomination Period that has not previously become a Valid Exit Nomination, Valid Sub-Sea I/C Offtake Nomination or Valid ~~South-North CSEP Offtake Nomination or Valid~~ CSEP Exit Nomination (as the case may be), ~~for any of the following reasons:~~ was not submitted in accordance with Section 1.2.1 and 1.2.3,

~~(i) it was not approved for processing in accordance with Section 1.2.3(b) or Section 1.2.5(f) prior to the Nomination End Time; or~~

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

~~(g) Where the Transporter has received an Exit Nomination or Sub-Sea I/C Offtake Nomination or South-North CSEP Offtake Nomination in accordance with Sections 1.2.1 and 1.2.3(a) but which specifies a Nominated Quantity in excess of the relevant Shipper's Active Exit Capacity, Aggregate Primary DM Exit Capacity, Aggregate Primary NDM Exit Capacity or the Shipper's Sub-Sea I/C Offtake Capacity or the Shipper's South-North CSEP Offtake Capacity as the case may be:~~

~~(i) the Transporter shall be entitled to determine that such Exit Nomination is not acceptable and, accordingly, reject the Exit Nomination or the Sub-Sea I/C Offtake Nomination or South-North CSEP Offtake Nomination (as the case may be);~~

~~(ii) if within two (2) hours of the Shipper submitting the Exit Nomination or the Sub-Sea I/C Offtake Nomination or South-North CSEP Offtake Nomination (as the case may be):~~

~~(1) the Transporter has not notified the Shipper of its determination, the Exit Nomination or Sub-Sea I/C Offtake Nomination or South-North CSEP Offtake Nomination shall be deemed to have been rejected by the Transporter; or~~

~~(2) the Transporter notifies the Shipper that the Exit Nomination or Sub-Sea I/C Offtake Nomination or South-North CSEP Offtake Nomination has not been rejected on the basis that it specifies a Nominated Quantity in excess of the Shipper's Active Exit Capacity or the Shipper's Active Sub-Sea I/C Offtake Capacity or the Shipper's Active South-North CSEP Offtake 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).~~

~~An Exit Nomination or Sub-Sea I/C Offtake Nomination or South-North CSEP Offtake Nomination in excess of Active Exit Capacity or Active Sub-Sea I/C Offtake Capacity or Active South-North CSEP Offtake Capacity (as the case may be) which is not approved for processing in accordance with this Section 1.2.5(f) shall be rejected.~~

~~For the avoidance of doubt a Shipper shall not be entitled to submit a VExitP Nomination which is in excess of the Shipper's Booked Interruptible VExitP Capacity.~~

~~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.~~
- ~~(c) If there are, or are likely to be under deliveries or over deliveries of the Nominated Quantities of a Shipper's Natural Gas at the South North CSEP for whatever reason on any Day the Transporter shall not be liable to any Registered Shipper at the South North CSEP to make up or store such over or under deliveries as the case may be.~~

1.2.4 ~~1.2.5~~ Renominations (including IBP 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 which may be a 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 [(including with respect to the VExitP or the VEntryP) 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. IBP during the "Renomination Period.

~~A Shipper (other than a Shipper with Shipper ID S/N) shall make a Renomination with respect to the VExitP in response to a VExitP Capacity Interruption Notice at the VExitP and not otherwise.~~

~~A Shipper (other than a Shipper with Shipper ID S/N) shall make a Renomination with respect to the VEntryP in response to a VEntryP Capacity Interruption Notice at the VEntryP and not otherwise.~~

~~A Shipper which has a Shipper ID S/N shall submit a Renomination at both the VEntryP and at the VExitP in response to a VEntryP Capacity Interruption Notice and/or in response to a VExitP Capacity Interruption Notice and not otherwise.~~

- (c) The Transporter shall, subject to and in accordance with this Code accept Renominations, properly submitted in accordance with this Code;
- (d) 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, ~~the same VEntryP~~, the same LDM Offtake or with respect to DM Offtakes or for onward delivery to NDM Supply Points, with respect to the same Connected System Exit Point, ~~the same VExitP or with respect to the South North CSEP~~ or with respect to the VIP as the case may be.
- (e) 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), [1.2.64(a), 1.2.65(b) or 1.2.65(c)], as the case may be, including the following:
 - (i) the previous Valid Nomination or Valid Renomination which the Renomination is intended to supersede (if any);
 - (ii) in respect of a Renomination(s) in respect of an LDM Offtake ~~or the South North CSEP~~ 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 Section 1.810~~;
 - (iii) the Renominated Quantity (in kWh); and
 - (iv) the applicable Shipper ID of the Shipper making the Renomination.
- ~~(f) The Transporter may 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 when such~~

~~Renomination has been submitted in accordance with Sections 1.2.1(b), 1.2.5(b) and 1.2.5(e).~~

- ~~(g)~~ (f) The Transporter ~~will not approve a Renomination for processing and accordingly shall~~ reject a Renomination that:
- (i) was not submitted in accordance with Section 1.2.1 or Section 1.2.5(e);
 - (ii) 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]⁴ of the time it is submitted;
 - (iii) in the case of a LDM Offtake, or the Sub-Sea I/C Offtake, ~~or the South-North CSEP~~ it results in an Implied Nomination Flow Rate which is greater than the MHQ at such LDM Offtake or MHQ at the Sub-Sea I/C Offtake ~~or MHQ at the South-North CSEP~~ (as the case may be);
 - (iv) in the case of a Multiple Shipper LDM Offtake or the Sub-Sea I/C Offtake ~~or the South-North CSEP~~, 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 or at the Sub-Sea I/C Offtake ~~or at the South-North CSEP~~ would result in an Implied Nomination Flow Rate which is greater than the MHQ at the LDM Offtake or the MHQ at the Sub-Sea I/C Offtake ~~or the MHQ at the South-North CSEP~~ (as the case may be);
 - (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) was not submitted ~~before~~within the applicable Renomination ~~Start Time or after the Renomination End Time;~~Period;
 - (viii) 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~~

⁴ Subject to review in accordance with Modification A068.

~~accordance with the NDM Nomination Advice issued by the Transporter);~~ Negative INFR

(ix) in the case of a CSEP Exit Renomination:

- (1) such Renomination would when aggregated with all other Valid CSEP Exit Nominations and Valid CSEP Exit Renominations at the CSEP exceed the CSEP Nominations Limit or the Aggregate Available Interruptible Nomination Limit (as the case may be); or
- (2) such Renomination is in excess of the Shipper's Available Interruptible Exit Nomination Quantity (where applicable).

(x) In the case of a Sub-Sea I/C Offtake Renomination such Renomination is in respect of a Nominated Quantity which is in excess of the IP Nominated Quantity of the Shipper's Valid IP Entry Nomination at the Moffat IP Entry Point.

(xi) ~~(x)~~ [in the case of a VIP Injection Renomination:

- (1) such Renomination exceeds the Shipper's Available I/C Inventory Space in respect of the Day;
- (2) such Renominated Quantity would be greater than the ~~Nominated~~ Quantity specified in a ~~Valid IP~~ Entry Nomination at the ~~Moffat Entry Point~~ in respect of the Day;
- (3) such Renomination was submitted after the Renomination End Time; or
- (4) the Shipper has a Valid VIP Withdrawal Nomination (or Valid VIP Withdrawal Renomination) which specifies a Nominated Quantity other than zero) in respect of the Day.]

(xii) ~~(xi)~~ [in the case of a VIP Withdrawal Renomination:

- (1) such Renomination exceeds the Shipper's Projected VIP Utilisation in respect of the Day;
- (2) such Renomination was submitted before the Renomination Start Time or after the Renomination End Time; and
- (3) the Shipper has a Valid VIP Injection Nomination (or Valid VIP Injection Renomination) which specifies a Nominated Quantity other than zero) in respect of the Day.]

~~(xii) in the case of a Entry Renomination at the Moffat Entry Point such Renomination specifies a Nominated Quantity less than the Nominated Quantity or Renominated Quantity specified in a Valid~~

~~VIP Injection Nomination or Valid VIP Injection Renomination in respect of the Day.~~

~~(xiii) in the case of Renomination in respect of a VExitP the Renomination is not submitted in response to a VExitP Capacity Interruption Notice at the VExitP and/or the Renomination is submitted in response to a VExitP Capacity Interruption Notice at the VExitP and does not specify a Renominated Quantity which is less than or equal to the Shipper's Reduced Interruptible VExitP Capacity and subject always to Section 1.2.5(g) (xiv);~~

~~(xiv) in the case of a Renomination at the VEntryP or at the VExitP the Renomination is submitted by a Shipper utilising Shipper ID S/N and the Renomination is not submitted in response to a VEntryP Capacity Interruption Notice or in response to a VExitP Capacity Interruption Notice.~~

~~(xv) in the case of a Renomination in respect of a VEntryP the Renomination is not submitted in response to a VEntryP Capacity Interruption Notice at the VEntryP and/or the Renomination is submitted in response to a VEntryP Capacity Interruption Notice at the VEntryP and does not specify a Renominated Quantity which is less than or equal to the Shipper's Reduced Interruptible VEntryP Capacity;~~

~~(xvi) in the case of a Renomination at the South North CSEP the Renomination would result in a reduction of the aggregate of the Nominated Quantities at the South North CSEP below the Minimum Flow Requirements or if due to the configuration of the valves at the South North CSEP it is not possible to accommodate the Renomination.~~

(g) ~~(h)~~ The Transporter may (notwithstanding that such Renomination has not been rejected pursuant to Section 1.2.5(g)) ~~not approve~~4(f)) reject a Renomination ~~for processing~~ for any of the following reasons:

(i) where subject to Section 1.2.5(j) ~~which~~4(i)the Renomination specifies a Nominated Quantity (in kWh) in excess of such Shipper's relevant Active Capacity, Aggregate Primary DM Exit Capacity or Aggregate Primary NDM Exit Capacity on the Day;

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

~~(iii) 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;~~

~~(ii) (iv)~~ 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 ~~are greater than~~ differ from the EODQ divided by twenty four (24) during the early hours of the Day such that the Transporter's ability to accept such Renominations is adversely affected;

~~(iii) (v)~~ 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 ~~are greater than~~ differ from the EODQ divided by twenty four (24) during the early hours of the Day and the Transporter's ability to accept Renominations is adversely affected;

~~(iv) (vi)~~ [made in respect of an Entry Point and which results in a ~~negative INFR~~];

~~(v) (vii)~~ made in respect of a Bi-Directional CSP where the Renomination may result in a change in direction of physical flow at the Bi-Directional CSP;

~~(vi) (viii)~~ where the Renomination is with respect to a Bi-Directional CSP and there are difficulties due to the profiling of Natural Gas from or to the Bi-Directional CSP such that the Transporter's ability to accept Renominations is adversely affected; or

~~(vii) (ix)~~ where the Renomination is with respect to a VIP Injection Nomination or VIP Withdrawal Nomination or a Valid VIP Renomination and would result in a negative INFR at the VIP at the Renomination Effective Time; or

~~(viii) (x)~~ where the Renomination is with respect to a Valid VIP Injection Nomination, or a Valid VIP Withdrawal Nomination, or a Valid VIP Renomination for operational reasons.

~~(h) (i)~~ The Transporter shall accept a Renomination which ~~has been approved for processing where the Renomination is in respect of:~~ is not rejected in accordance with Section 1.2.4(f) or 1.2.4(g).

~~(i) a Valid Entry Nomination, a Valid Exit Nomination, a Valid CSEP Exit Nomination, a Valid Sub-Sea I/C Offtake Nomination, a Valid VIP Nomination, a Valid VExitP Nomination, a Valid Entry Renomination, a Valid CSEP Exit Renomination, a Valid Sub-Sea~~

~~I/C Offtake Renomination, a Valid VIP Renomination, a Valid Exit Renomination, a Valid VExitP Renomination, a Valid South-North CSEP Offtake Renomination or a Valid VEntryP 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; and~~

~~(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 1.2.54(ih) shall become a valid Entry Renomination (“**Valid Entry Renomination**”) or a valid VEntryP Nomination (a “**Valid VEntryP Nomination**”) or a valid Exit Renomination (“**Valid Exit Renomination**”), a valid CSEP Exit Renomination (“**Valid CSEP Exit Renomination**”), a valid VIP Renomination (“**Valid VIP Renomination**”), a Valid Sub-Sea I/C Offtake Nomination (“**Valid Sub-Sea I/C Offtake Renomination**”), a valid South-North CSEP Offtake Renomination (“**Valid South-North CSEP Offtake Renomination**”) or a valid VExitP Renomination (a “**Valid VExitP Renomination**”) or a valid VEntryP Renomination (“**Valid VEntryP Renomination**”) as Renominations the case may be. A Renomination which is not accepted pursuant to this Section 1.2.54(ih) shall be rejected.

(i) ~~(j)~~ Where a Shipper has submitted a Renomination in accordance with Section [1.2.54] which specifies a Renominated Quantity in excess of such Shipper’s Active Capacity, Aggregate Primary DM Exit Capacity or Aggregate Primary NDM Exit Capacity (as the case may be):

(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, Aggregate Primary DM Exit Capacity or Aggregate Primary NDM Exit Capacity (as the case may be), then, subject to the Transporter’s subsequent right of revocation pursuant to

Section 1.56.1, the Renomination may be approved by the Transporter for processing and thereafter accepted by the Transporter in accordance with Section 1.2.54(~~h~~).

- (j) ~~(k)~~ Where the Transporter has ~~neither approved nor rejected~~not accepted a Renomination which has been submitted by a Shipper in accordance with this Section [1.2.4 within two (2) hours ~~of its~~after the hour which commences following receipt ~~by of~~ the ~~Transporter~~Renomination by:
- (i) the Renomination (other than a CSEP Exit Renomination ~~or VExitP Renomination or VEntryP Renomination~~) shall be deemed to be ~~approved for processing~~accepted by the Transporter in accordance with Section 1.2.54(~~h~~); or
 - (ii) the CSEP Exit ~~Renomination or VExitP Renomination or VEntryP Renomination~~ (as the case may be) shall be deemed to be rejected.
- (k) ~~(j)~~ Where the Transporter rejects a Renomination, the prevailing Valid Nomination or Valid Renomination shall remain in place.

1.2.5 ~~1.2.6~~ IBP Nominations

- (a) A Shipper may ~~make~~submit an IBP Nomination ~~where:(s) in respect of a Day at any time within the applicable Nomination Period in accordance with this Section 1.2.5.~~
- ~~(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, Aggregate Primary DM Exit Capacity and/or Aggregate Primary NDM Exit Capacity on the Day which is at least equal to the Nominated Quantity specified in the IBP Buy Nomination. For the avoidance of doubt a Shipper's Sub-Sea I/C Offtake Capacity shall not be or be deemed to be Active Exit Capacity for the purpose of IBP Buy Nominations.~~
- ~~A Shipper may not make IBP Nominations utilising Shipper ID S/N notwithstanding that such Shipper may hold Active Entry Capacity at the Moffat Entry Point and a Shipper's South-North CSEP Offtake Capacity shall not be or be deemed to be Active Exit Capacity for the purpose of IBP Buy Nominations.~~
- (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~~Shipper_ID of the Shipper making the IBP Buy Nomination; ~~and~~
 - ~~(v) details of the Shipper's Active Exit Capacity, Aggregate Primary DM Exit Capacity or Aggregate Primary NDM 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~~Shipper_ID of the Shipper making the IBP Sell Nomination; ~~and~~
 - ~~(v) details of the Shipper's Active Entry Capacity (where required).~~
- (d) The Transporter shall accept an IBP Nomination received at any time ~~after~~within the Nomination ~~Start Time and before the Nomination End Time~~Period where such IBP Nomination:
- (i) has been submitted in accordance with Section 1.2.1 and Sections 1.2.~~65~~(a), 1.2.~~65~~(b) and 1.2.~~65~~(c) (as appropriate);
 - ~~(ii) specifies a Nominated Quantity which does not exceed the Shipper's Active Capacity, Aggregate Primary DM Exit Capacity and/or Aggregate Primary NDM Exit Capacity (as applicable) on the Day;~~
 - (ii) ~~(iii)~~ is matched with an equal and opposite IBP Buy Nomination or IBP Sell Nomination, as appropriate, within [one (1) hour]⁵ of the time it was submitted and within the Nomination Period; and
 - (iii) ~~(iv)~~ is not required to be rejected by the Transporter in accordance with Section [1.2.~~65~~(e)].
- (e) The Transporter shall reject an IBP Nomination:

⁵ To be reviewed in conjunction with Modification A068.

- (i) which is not submitted in accordance with Sections 1.2.65(a), 1.2.65(b) and/or 1.2.65(c);
- (ii) which does not match with an equal and opposite IBP Nomination within [one (1) hour] of the time it is submitted and in any event within the Nomination Period.;
- (iii) which is not submitted ~~earlier than~~within the Nomination ~~Start Time or later than the Nomination End Time; or~~ Period];
- ~~(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, Aggregate Primary DM Exit Capacity and Aggregate Primary NDM Exit Capacity (it being acknowledged for the avoidance of doubt that Sub-Sea I/C Offtake Capacity does not constitute Active Exit Capacity) on the Day.~~

1.2.6 ~~1.2.7~~ VIP Nominations

- (a) A Shipper shall be required to be Registered Shipper at the Moffat IP Entry Point and to be a VIP Shipper in order to submit VIP Nominations;
- (b) Each VIP Shipper shall submit accurate information with respect to VIP Nominations;
- (c) Notwithstanding 1.2.7(a) a Shipper which is a Registered Shipper at the Moffat IP Entry Point pursuant to a Shipper ID S/N may not be a VIP Shipper however, for the avoidance of doubt where a Shipper holds multiple Shipper IDs a Shipper may be a VIP Shipper pursuant to an alternate ID (other than Shipper ID S/N).

1.2.7 ~~1.2.8~~ VIP Nominations Process

- (a) A VIP Shipper may make a VIP Nomination where:
 - (i) in the case of a VIP Injection Nomination, the Nominated Quantity does not exceed the Shipper's Available I/C Inventory Space and the Shipper has submitted a Moffat IP Entry Nomination in respect of the Day which is at least equal to the Nominated Quantity specified in the VIP Injection Nomination; and
 - (ii) in the case of a VIP Withdrawal Nomination, the Shipper's VIP Utilisation in respect of the Day is at least equal to the Nominated Quantity specified in the VIP Withdrawal Nomination.

- (b) A VIP Injection Nomination shall specify the information necessary to enable the Transporter to process the VIP Injection Nomination as set out in Schedule 2 Part 6 including the following:
 - (i) the Day in respect of which the VIP Injection Nomination is made;
 - (ii) the Nominated Quantity (in kWh); and
 - (iii) the identity of the Shipper making the VIP Injection Nomination.
- (c) A VIP Withdrawal Nomination shall specify the information necessary to enable the Transporter to process the VIP Withdrawal Nomination as set out in Schedule 2 Part 7 including the following:
 - (i) the Day in respect of which the VIP Withdrawal Nomination is made;
 - (ii) the Nominated Quantity (in kWh); and
 - (iii) the identity of the Shipper making the VIP Withdrawal Nomination.
- (d) The Transporter shall accept a VIP Nomination received at any time after the VIP Nomination Start Time and before the VIP Nomination End Time where such VIP Nomination:
 - (i) has been submitted in accordance with Section 1.2.7 and Sections 1.2.8(a), 1.2.8(b) and 1.2.8(c) (as appropriate);
 - (ii) is a VIP Injection Nomination and specifies a Nominated Quantity which does not exceed the Shipper's Valid Entry Nomination at the Moffat Entry Point in respect of the Day; or
 - (iii) is a VIP Withdrawal Nomination which specifies a Nominated Quantity which does not exceed the Shipper's VIP Utilisation in respect of the Day; and
 - (iv) is not required to be rejected by the Transporter in accordance with Section 1.2.8(e).
- (e) The Transporter shall reject a VIP Nomination:
 - (i) which is not submitted in accordance with Sections 1.2.7 and 1.2.8(a), 1.2.8(b) and 1.2.8(c) as appropriate;
 - (ii) where the VIP Nomination is a:
 - (1) VIP Injection Nomination,
 - (A) which specifies a Nominated Quantity in excess of such Shipper's Available I/C Inventory Space; or

(B) specifies a Nominated Quantity in excess of such Shipper's Valid Entry Nomination at the Moffat Entry Point in respect of the Day; or

(C) the Shipper has a Valid VIP Withdrawal Nomination in respect of that Day;

(2) VIP Withdrawal Nomination,;

(A) which specifies a Nominated Quantity in excess of such Shipper's Projected VIP Utilisation in respect of the Day; or

(B) the Shipper has a Valid VIP Injection Nomination in respect of that Day;

(iii) for operational reasons.]

1.3 ~~Zero Imbalance Position~~ IP Nomination Process

~~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. For the avoidance of doubt each Shipper shall achieve and/or maintain a Zero Imbalance Position in accordance with this Section 1.3 in respect of each Shipper ID pursuant to which the Shipper submits or is deemed to submit any Nominations or Renominations pursuant to this Code.~~

1.3.1 ~~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. A Shipper shall be a Registered Shipper at the applicable IP Entry Point, IP CSEP Offtake, IP VEntry or IP VExit as applicable at an IP in order to have the right to submit a relevant IP Nomination(s) at that IP PROVIDED ALWAYS that where a Shipper is a JBP User the Shipper may submit relevant IP Nominations at an IP in anticipation that the Shipper shall become a Registered Shipper in respect of the Day. The IP Nomination shall be treated as a Nomination in excess of Active IP Capacity and if the Shipper fails to book or acquire requisite IP Capacity or sufficient requisite IP Capacity (as the case may be) the relevant IP Allocation shall be treated as an IP Overrun (in whole or in part).

~~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:~~

The acceptance by the Transporter of the Shipper's IP Nomination or IP Renomination shall not be or be treated as a representation or warranty that the Shipper's application for IP Capacity in respect of the Day can or will be accepted (in whole or in part).

1.3.2 IP Nominations and IP Renominations may be submitted:

- (a) ~~Valid IBP Nominations in accordance with Section 1.2.6; or~~within the applicable IP Nomination Period, in the case of IP Nomination(s);
- (b) ~~revocation by the Transporter of a Valid Nomination(s) or Valid Renomination(s) in accordance with the provisions of Section 1.5; or~~within the IP Renomination Period in the case of IP Renomination(s).
- (c) ~~revocation by the Transporter of a Valid VEntryP Nomination or Valid VEntryP Renomination or Valid VExitP Nomination or Valid VExitP Renomination in accordance with Section 1.5.~~

1.3.3 The Transporter shall, in the IP Nominations Cycle commencing at each IP Nomination Deadline, submit to Matching each IP Nomination and each IP Renomination properly submitted prior to the applicable IP Nomination Deadline and which is not otherwise rejected in accordance with this Code.

1.3.4 The Zero Imbalance Position for each Shipper shall be determined as:~~The Transporter shall in or pursuant to the Interconnection Agreement in respect of each IP establish and adopt or procure the establishment and adoption in conjunction with the Adjacent TSO at the applicable IP (and may revise and vary from time to time) a procedure (the "IP Matching Procedure") for:~~

- (a) ~~in the case of a~~identifying the Corresponding IS Nomination (if any) in respect of each IP Nomination (and subject to (c) as appropriate) which is not the subject of aand/or IP Renomination;

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

~~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 (and subject to (d) as appropriate);~~comparing the IP Nomination Processed Quantities of each IP Nomination and each IP Renomination with the processed quantity determined by the Adjacent TSO in respect of the Corresponding IS Nomination; and

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

~~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,~~

- (c) ~~in the case~~ the determination of a ~~Nomination at the Sub-Sea I/C Offtake which is not the subject of a Renomination:~~ IP Nomination Confirmed Quantities in respect of each IP Nomination or IP Renomination (as the case may be).⁶

$$\text{ENQ}_M - (\Sigma \text{EXNQ} + \text{IBP Sells}) = 0$$

- (d) ~~in the case of any Renomination with respect to the Sub-Sea I/C Offtake:~~

$$(\Sigma \text{ENRNQ}_M) - (\Sigma \text{EXRNQ} + \text{IBP Sells}) = 0$$

- (e) ~~In the case of any Nomination at the VEntryP:~~

$$(\text{VEntryPNQ}) - (\text{VExitPNQ}) = 0$$

- (f) ~~In respect of any Renomination with respect to the VEntryP:~~

$$(\text{VEntryPNQ}_r) - (\text{VExitPNQ}_r) = 0$$

where in respect of Sections 1.3.4(a), (b), (c), (d), (e) and (f):

ENQ	=	the Shipper's Entry Nomination less the Shipper's VIP Injection Nomination plus the Shipper's VIP Withdrawal Nomination;
ENQ_M	=	the Shipper's Entry Nomination or VEntryP at the Moffat Entry Point;
IBP Buys	=	the Shipper's Valid IBP Buy Nomination(s) or Valid IBP Buy Renomination(s), as appropriate;
EXNQ	=	the Shipper's Exit Nomination(s) and/or CSEP Exit Nominations and/or Sub-Sea I/C Offtake Nomination and/or VExitP Nominations as appropriate;
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 and VEntryP Nomination and VEntryP Renomination less the Shipper's VIP Injection Nomination or VIP Injection Renomination plus the Shipper's VIP Withdrawal Nomination or VIP Withdrawal Renomination, as appropriate;
EXRNQ	=	the Shipper's Exit Nomination(s) and CSEP Exit Nomination or Exit Renomination(s) or CSEP Exit

⁶ This is included to identify the Transporters obligation. The provision may be relocated to Part H.

	Renomination or Sub-Sea I/C Offtake Nomination or Sub-Sea I/C Offtake Renomination or South North CSEP Offtake Nomination or South North CSEP Offtake Renomination or VExitP Renomination as appropriate; and
ENRQ_m =	the Shipper's Entry Nomination or Entry Renomination at the Moffat Entry Point.
VEntryPNQ =	the Shipper's VEntryP Nomination at the South North Virtual Entry Point.
VEntryPNQ_r =	the Shipper's VEntryP Renomination at the South North Virtual Entry Point.
VExitPNQ =	the Shipper's VExitP Nomination at the Moffat Virtual Exit Point.
VExitPNQ_r =	the Shipper's VExitP Renomination at the Moffat Virtual Exit Point.

~~For the avoidance of doubt where a Shipper submits a Sub-Sea I/C Offtake Nomination or a Sub-Sea I/C Offtake Renomination the Shipper shall also be required to satisfy the requirements of Sections 1.3.4(a) or 1.3.4(b) in addition to the requirements of Section 1.3.4(e) or 1.3.4(d) (as the case may be) in order to achieve a Zero Imbalance Position and where a Shipper submits a South North VEntryP Nomination or a South North VEntryP Renomination the Shipper shall also be required to satisfy the requirements of Sections 1.3.4(a) or 1.3.4(b) in addition to the requirements of 1.3.4(e) or 1.3.4(f) (as the case may be) in order to achieve a Zero Imbalance Position.~~

- 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. Each Shipper shall submit accurate information with respect to IP Nominations and IP Renominations.~~

1.4 IP Nominations and IP Renominations

- 1.4.1 Each IP Nomination and each IP Renomination submitted by a Shipper at an IP shall specify the information necessary to enable the Transporter to process the IP Nomination or IP Renomination and to facilitate the Matching Procedure (as the case may be) [as set out in Schedule • Part •] including the following:

- (a) the identity of the IP;

- (b) whether the IP Nomination or IP Renomination is Single Sided or Double Sided;
- (c) the direction of gas flow;
- (d) the IP Nominated Quantity or the IP Renominated Quantity (in kWh/d);
- (e) the EIC of the Shipper making the IP Nomination;
- (f) the identity of the Counterparty IP Shipper including Balancing Portfolio identification of such Counterparty IP Shipper where applicable and where the IP Nomination is a Single Sided Nomination the Counterparty IP Shipper shall be the Shipper;
- (g) the Day in respect of which the IP Nomination or IP Renomination is submitted; and
- (h) in respect an IP Renomination the requested Effective Flow Rate Time (which shall be two hours after the IP Nomination Deadline which occurs on the hour after submission of the IP Nomination or the IP Renomination (as applicable)).

1.4.2 Where the Transporter receives more than one IP Nomination or IP Renomination at the same IP from the same Shipper and in respect of the same Counterparty Shipper direction and Day prior to any IP Nomination Deadline the Transporter shall only process the last such IP Nomination or IP Renomination received before the applicable IP Nomination Deadline;

1.4.3 Except as otherwise provided in this Code an IP Confirmed Nomination Quantity notified following the submission of an IP Renomination shall supercede the IP Nomination Confirmed Quantity in a previous IP Nomination or IP Renomination (if any) that has been made by the Shipper with respect to the same IP for the same Day, direction and the same Counterparty IP Shipper.

1.4.4 Each IP Nomination and each IP Renomination shall (unless otherwise rejected) be submitted to Matching) within the IP Nomination Cycle or the IP Renomination Cycle which commences at the IP Nomination Deadline which occurs following receipt of the IP Nomination.

1.4.5 The Transporter shall reject an IP Nomination or an IP Renomination which;

- (a) has not been submitted in accordance with Section 1.4.1;
- (b) which is not received within the applicable IP Nomination Period, IP Renomination Period or prior to the VEntry/VExit Nomination Start Time and/or after the applicable IP Nomination End Time or VEntry/VExit Nomination End Time as the case may be;
- (c) is an IP Renomination and is not received within the IP Renomination Period; or

- (d) has not been submitted by a Shipper which is a JBP User at the IP Entry, IP CSEP, IP VEntry or IP VExit in respect of which the IP Nomination or IP Renomination has been submitted; or
- (e) the IP Renomination is in respect of the IP VEntry or IP VExit and has not been made in response to an Interruption at the IP VEntry or IP VExit (as the case may be).

1.4.6 The Transporter may reject an IP Nomination or an IP Renomination where:

- (a) the IP Nominated Quantity or IP Renominated Quantity in aggregate with the IP Nominated Quantities or IP Renomination Quantity in all other IP Nominations and IP Renominations at the same IP and in the same direction submitted by that Shipper exceeds the Shipper's applicable Active IP Capacity;
- (b) in the case of an IP Renomination acceptance of such IP Renomination would result in a Negative INFR;
- (c) it is not submitted by a Registered Shipper at the IP Entry Point, IP CSEP Offtake, the IP VEntry or IP VExit to which the IP Renomination relates;
- (d) the IP Nomination or IP Renomination is in respect of the South North IP CSEP and the IP Nominated Quantity in aggregate with all other IP Confirmed Nomination Quantities or IP Nominated Quantities at the IP CSEP is greater than the aggregate of the IP Confirmed Nominated Quantities at the Moffat IP Entry Point;
- (e) there are difficulties due to the profiling of Natural Gas at the Interconnection Point such that on a Day in respect of which the IP Renomination is submitted the hourly gas flows at the Interconnection Point differ from the required physical flow at the Interconnection Point divided by 24 during the early hours of the Day such that the Transporter's ability to accept such IP Renomination is affected;
- (f) the Shipper is or would otherwise be in breach of this Code.

1.4.7 The Transporter

- (a) shall in respect of each IP Nomination and each IP Renomination submitted [and which is not otherwise rejected] determine a quantity (the "**IP Nomination Processed Quantity**") (which shall not be more than the applicable IP Nominated Quantity) for the purpose of the relevant IP Nomination(s) or IP Renomination and which IP Nomination Processed Quantity shall:
 - (i) subject to (ii) below be the IP Nominated Quantity as specified in the applicable IP Nomination; or;

- (ii) where an Exceptional Event occurs such other quantity (not exceeding the IP Nominated Quantity) as the Transporter determines in accordance with Part H Section 7;
- (b) shall not submit to Matching an IP Nomination which is rejected and neither an IP Nomination Processed Quantity nor an IP Nomination Confirmed Quantity will be determined with respect to a rejected IP Nomination;
- (c) shall not develop an IP Nomination Processed Quantity in respect of it an IP Renomination which is rejected and a rejected IP Renomination shall not be submitted to Matching and the Shipper's prevailing IP Nomination Confirmed Quantity (if any) shall remain.

1.4.8 Where the Transporter is the Initiating TSO at an IP the Transporter shall within the applicable IP Nomination Cycle or IP Renomination Cycle and in accordance with the applicable IP Matching Procedure:

- (i) forward each Single Sided IP Nomination or Single Sided IP Renomination (as the case may be) to the Matching TSO;
- (ii) determine the IP Nomination Processed Quantity in accordance with Section 1.4.7 and notify the IP Nomination Processed Quantity in respect of each Single Sided IP Nomination, each Single Sided IP Renomination each Double Sided IP Nomination and each Double Sided IP Renomination to the Matching TSO;
- (iii) receive the IP Nomination Confirmed Quantity in respect of each IP Nomination and IP Renomination submitted to Matching in the relevant IP Nomination Cycle or IP Renomination Cycle (as applicable); and
- (iv) notify the IP Nomination Confirmed Quantity in respect of each IP Nomination and/or IP Renomination to the relevant Shipper.

1.4.9 Where the Transporter is the Matching TSO at the IP the Transporter shall within the applicable IP Nomination Cycle or IP Renomination Cycle (as applicable):

- (i) receive Single Sided IP Nominations and Single Sided IP Renominations from the Initiating TSO; and
- (ii) receive processed nomination quantities in respect of a Single Sided Nominations and Double Sided Nominations from the Initiating TSO;

⁷ It is proposed that the quantities in Exceptional Events will be addressed in Part H.

- (iii) develop an IP Nomination Processed Quantity in respect of each Double Sided IP Nomination, each Double Sided IP Renominations and each Single Sided IP Nomination and Single Sided IP Renomination which it receives (including Single Sided Nominations notified by the Adjacent TSO in accordance with the Matching Procedure);
- (iv) undertake Matching in accordance with the applicable IP Matching Procedure;
- (v) notify an IP Nomination Confirmed Quantity to the relevant Shipper not later than the end of the applicable IP Nomination Cycle or IP Renomination Cycle in accordance with the IP Matching Procedure in respect of:
 - (1) each Double Sided IP Nomination and/or Double Sided IP Renomination which has been submitted to and processed by the Transporter; and
 - (2) each Single Sided IP Nomination and/or Single Sided IP Renomination which has been notified to the Transporter on behalf of the Shipper by the Initiating TSO; and
- (vi) notify the IP Nomination Confirmed Quantities in respect of each Counterparty IP Shipper specified in each Corresponding IS Nomination in accordance with the Matching Procedure.

1.4.10 Each Shipper acknowledges that each IP Nomination Confirmed Quantity shall be determined in accordance with the applicable IP Matching Procedure at the IP and that the IP Nomination Confirmed Quantity may not reflect the IP Nominated Quantity and/or the IP Nomination Processed Quantity (as the case may be).

1.4.11 Where:

- (a) the Transporter does not notify the Shipper of the applicable IP Nomination Confirmed Quantity by the end of the applicable IP Nomination Cycle or IP Renomination Cycle the IP Nomination or IP Renomination shall be deemed rejected;
- (b) an IP Nomination is rejected the Shipper shall not have an IP Nomination Confirmed Quantity;
- (c) an IP Renomination is rejected the Shipper's prevailing IP Nomination Confirmed Quantity (if any) shall subsist; and

1.4.12 Where in respect of a Day:

- (a) an Exceptional Event has occurred in respect of the Transportation System or any localised part thereof which affects an Interconnection Point; or
- (b) the Transporter has been notified of an exceptional event (as that term is defined in the Adjacent TSO's Transportation Arrangements) affecting the Adjacent TSO's Transportation System; or
- (c) in respect of the Moffat Interconnection Point the Transporter has been notified of a gas deficit emergency (as defined in the Moffat Interconnection Agreement) in respect of the NGG System;

then the Transporter may in the next applicable IP Renomination Cycle generate and submit to Matching an IP Nomination Processed Quantity on behalf of each Shipper at the IP which has submitted an IP Renomination or which has a prevailing IP Nomination Confirmed Quantity (notwithstanding that such Shipper may not have submitted an IP Nomination) which shall:

- (1) where the Exceptional Event has occurred in respect of the Transportation System; the IP Nomination Processed Quantity shall be the lesser of (i) the Shippers prevailing IP Nomination Confirmed Quantity; or (ii) a quantity equal to the Shippers Available Active IP Capacity as established in accordance with Part H (Operations) Section • or (iii) the Shippers IP Nominated Quantity; and
- (2) where the exceptional event has been notified by the Adjacent TSO as affecting the Interconnected System submit a IP Nomination Processed Quantity which reflects the Shipper's prevailing IP Nomination Confirmed Quantity; and
- (3) the Shipper will be notified of a revised IP Nomination Confirmed Quantity determined in accordance with the IP Matching Procedure.

1.5 ~~1.4~~ **Calculation of the Implied Nomination Flow Rate**

1.5.1 ~~1.4.1~~ The Implied Nomination Flow Rate shall be calculated as follows:

- (a) in the case of an Entry Nomination, an IP Entry Nomination, an Exit Nomination, a Sub-Sea I/C Offtake Nomination, a CSEP Exit Nomination, an IP CSEP Offtake Nomination or a **VIP Nomination** which is not the subject of an Entry Renomination, Exit Renomination, CSEP Exit Renomination or **a VIP Renomination**:

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

- (b) in the case of any Renomination or any IP Renomination in respect of any Entry Nomination, IP Entry Renomination, Exit Nomination, CSEP

Exit Renomination, ~~South-North~~IP CSEP Offtake Renomination VExit or VEntry or a **VIP Renomination**:

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

where in respect of Section 1.4.1:

- 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~~Flow Rate 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 or the Sub-Sea I/C Offtake ~~or the South-North CSEP~~ that quantity metered as offtaken at such LDM Offtake or at the Sub-Sea I/C Offtake ~~or the South-North CSEP~~ (as the case may be) 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 or at the Sub-Sea I/C Offtake (as the case may be) 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; and
 - (ii) in respect of an Entry Point, an IP Entry Point the ~~South-North~~IP CSEP, DM Offtakes, a CSEP, the VIP 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.

~~1.4.2~~—An Implied Nomination Flow Rate shall be negative (a "**Negative Implied Nomination Flow Rate**" or "**Negative INFR**") if the result of any calculation at (b) above is such that RQ is a negative number. An Implied Nomination Flow Rate shall not apply with respect to ~~Nominations~~IP Renominations at the IP VExit or at the ~~VEntry~~PIP VEntry where IP Renominations at the IP VExit or IP VEntry are only permitted following the issue of a notice of Interruption.

1.6 ~~1.5~~ [Revocation of Valid Nominations and Valid IP Nominations]

1.6.1 ~~1.5.1~~—The Transporter shall be entitled to revoke or limit any Valid Nomination or Valid Renomination, any Valid IP Nomination or Valid IP Renomination in accordance with Section ~~1.5~~6.2 where:

- (a) the Nominated Quantity or Renominated Quantity specified in a Shipper's Valid Nomination or Valid Renomination or the IP Nomination Confirmed Quantity in respect of a Shipper's IP Nomination or IP Renomination, as the case may be, is in excess of such Shipper's Active Capacity, Active IP Capacity, Aggregate Primary DM Exit Capacity or Aggregate Primary NDM Exit Capacity or Sub-Sea Offtake Capacity or South-North CSEP Offtake Capacity (as the case may be) 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, Valid IP Nomination or Valid IP Renomination to be required in order to accommodate Nominations and Renominations or IP Renomination by Shippers which specify Nominated Quantities or IP Nominated Quantities which are not in excess of their Active Capacity.

The Transporters right to revoke or limit any Valid IP Nomination or Valid IP Renomination is without prejudice to the Transporter's right to redetermine a Shipper's IP Nomination Processed Quantity and/or IP Nomination Confirmed Quantity in accordance with Section 1.4.12.

1.6.2 ~~1.5.2~~ Where the Transporter proposes to exercise its right to revoke or limit a Valid Nomination or Valid Renomination or Valid IP Nomination or Valid IP Renomination pursuant to Section ~~1.5~~6.1 or Section ~~1.5~~6.5, then:

- (a) the Transporter shall notify:
 - (i) all relevant Shippers that have prevailing Valid Nominations or Valid Renominations or Valid IP Nominations or Valid IP Renominations specifying a Nominated Quantity or Renominated Quantity in excess of their relevant Active Capacity, relevant Active IP Capacity, Aggregate Primary DM Exit Capacity and/or Aggregate Primary NDM Exit Capacity (as the case may be); or

- (ii) that their Nominated Quantity or Renominated Quantity or IP Nominated 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) or IP Nomination(s) or IP Renomination(s) which specifies a Nominated Quantity(s) or IP Nominated Quantity which is not in excess of its relevant Active Capacity, Active IP Capacity, Aggregate Primary DM Exit Capacity and/or Aggregate Primary NDM Exit Capacity (as the case may be) ~~and achieve a Zero Imbalance Position~~;
- (c) if the Shipper has not resubmitted its Nomination(s) or Renomination(s) or IP Nominations or IP Renominations and ~~or has failed to achieve a Zero Imbalance Position~~ within the one (1) hour time period in accordance with Section 1.56.2(b) or any such Nomination ~~or~~ Renomination has failed to become a Valid Nomination or Valid Renomination or in the case of an IP Nomination has not been submitted to Matching and resulted in an IP Confirmed Nomination Quantity in the next available IP Renomination Cycle the Transporter shall be entitled, but not obliged, to:
 - (i) revoke the Shipper's Valid Nomination or Valid Renomination or Valid IP Nomination or Valid IP Renomination in accordance with Section 1.56.1; and
 - (ii) take whatever action it deems necessary to limit the Nominated Quantity or Renominated Quantity IP Nomination Confirmed Quantity in such Shipper's Nomination or Renomination or IP Nomination or IP Renomination, as appropriate, so that it does not exceed the Shipper's Active Capacity, Active IP Capacity, Aggregate Primary DM Exit Capacity, Aggregate Primary NDM Exit Capacity or Sub-Sea I/C ~~Offtake Capacity or South North CSEP~~ Offtake Capacity and, where such action is taken by the Transporter, the Shipper shall be deemed to have a Renominated Quantity or IP 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 or IP Renomination made in respect of the Day by Shippers where the Nominated Quantity, Renominated Quantity or IP Renominated Quantity specified therein is in excess of such Shipper's Active Capacity, Active IP Capacity, Aggregate Primary DM Exit Capacity, Aggregate Primary NDM Exit Capacity or Sub-Sea I/C ~~Offtake Capacity or South North CSEP Offtake Capacity~~ (as the case may be).

1.6.3 ~~1.5.3~~ The Transporter shall be entitled to revoke or limit any Valid VIP Nomination or Valid VIP Renomination for operational reasons.

1.6.4 ~~1.5.4~~ Where the Transporter proposes to exercise its right to revoke or limit Valid VIP Nominations or Valid VIP Renominations pursuant to Section 1.5.3 then the Transporter shall:

(a) notify all relevant Shipper's that have prevailing Valid VIP Nominations or Valid VIP Renominations where the Transporter wishes to exercise its right to revoke or limit such Valid VIP Nominations or Valid VIP Renominations for operational reasons.

(b) within one (1) hour of receipt of such notification the Shipper shall be required to submit a revised Nomination(s) or Renomination(s) to specify a Nominated Quantity as specified by the Transporter (for operational reasons);

(c) if the Shipper has not resubmitted its VIP Nominations or VIP Renominations ~~and/or has failed to achieve a zero imbalance position~~ within one (1) hour time period in accordance with Section 1.5.4(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 1.5.3; and

(ii) take whatever action it deems necessary to limit the Nominated Quantity or Renominated Quantity and such Shipper's Nomination or Renomination as appropriate as required by the Transporter for operational reasons and 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.

1.6.5 ~~1.5.5~~ The Transporter shall be entitled to revoke or limit any Valid VExitP Nomination in accordance with this Section ~~1.6.5.2 where:~~ where an IP Entry Capacity Interruption Notice has been issued with respect to the IP VEntry or IP VExitP Capacity Interruption Notice has been issued with respect to an IP VEntry or an IP VExit and the Shipper does not submit an IP VEntry Renomination or an IP VExit Renomination or such that the Shipper's IP Nominated Quantity is in excess of the Shipper's Reduced IP VEntry Capacity or Reduced IP VExitP Capacity available to the Shipper following such notice of such Interruption.

~~(a) a VExitP Capacity Interruption Notice has been issued with respect to the VExitP or a VEntryP Capacity Interruption Notice has been issued with respect to a VEntryP Nomination which has achieved a Zero Imbalance Position with a VExitP Nomination; and~~

~~(b) the Shipper does not submit a Valid VExitP Renomination such that the VExitP Shipper's Nominated Quantity is in excess of the Shipper's Reduced VExitP Capacity available to the Shipper following such Capacity Interruption Notice.~~

~~1.5.6 The Transporter shall be entitled to revoke or limit any Valid VEntryP Nomination in accordance with Section 1.5.2 where:~~

~~(a) a VEntryP Capacity Interruption Notice has been issued with respect to the VEntryP or a VExitP Capacity Interruption Notice has been issued with respect to a VExitP Nomination which has achieved a Zero Imbalance Position with a VEntryP Nomination; and~~

~~(b) the Shipper does not submit a Valid VEntryP Renomination such that the VEntryP Shipper's Nominated Quantity is in excess of the Shipper's Reduced VEntryP Capacity available to the Shipper following such VEntryP Capacity Interruption Notice.~~

1.6.6 ~~1.5.7~~ Where the Transporter exercises its right to revoke any Valid ~~VEntryP~~IP ~~VEntry~~ Nomination or Valid ~~VEntryP~~IP ~~VExit~~ Renomination the Transporter shall be entitled, but not obliged to take whatever action it deems necessary to limit the IP Nominated Quantity or ~~Renominated Quantity~~ in such Shipper's Valid ~~VEntryP~~IP ~~VEntry~~ Nomination or Valid ~~VEntryP~~IP ~~Renomination~~IP ~~Exit~~ Nomination as appropriate so that it does not exceed the Shipper's Reduced Interruptible ~~VEntryP~~IP ~~VEntry~~ Capacity and/or Reduced Interruptible IP VExit Capacity (as applicable) where such action is taken by the Transporter, the Shipper shall be deemed to have a IP Renominated Quantity in respect of the limited Nominated ~~Quantity or Renominated~~ Quantity, as the case may be, but without prejudice to the liability of the Shipper's Failure to Interrupt Charge in accordance with Part H (*Operations*) Section 4. ~~Where the Transporter exercises its right to revoke or limit a Valid VEntryP Nomination or VEntryP Renomination (as the case may be) the Shipper shall Renominate to achieve a Zero Imbalance Position as soon as possible.~~

~~1.5.8 Where the Transporter exercises its right to revoke any Valid VExitP Nomination or Valid VExitP Renomination the Transporter shall be entitled, but not obliged to take whatever action it deems necessary to limit the Nominated Quantity or Renominated Quantity in such Shipper's Valid VExitP Nomination or Valid VExitP Renomination as appropriate so as it does not exceed the Shipper's Reduced Interruptible VExitP 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 but without prejudice to the liability of the Shipper's Failure to Interrupt Charge in accordance with Part H (*Operations*) Section 4.6.~~

~~Where the Transporter exercises its right to revoke or limit a Valid VExitP Nomination or VExitP Renomination as the case may be the Shipper shall renominate to achieve a Zero Imbalance Position as soon as possible.~~

1.7 ~~1.6~~ **NDM Nomination Advice**

1.7.1 ~~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**").

1.7.2 ~~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**").

1.7.3 ~~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, 15:45 hours, 20:45 hours and ~~23.30:45~~ hours in respect of such Day.

1.7.4 ~~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.

1.7.5 ~~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 achieve a Valid Nomination or Valid Renomination and in respect of the quantity specified at the NDM Nomination Advice or NDM Renomination Advice by ~~103:00~~ on D-1 in the case of each NDM Nomination Advice and within two (2) hours after the issue of each 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 ~~1.67.1~~, the Valid Nomination achieved by such Shipper ~~[by 103:00 on D-1]~~ in respect of such NDM Supply Points shall for the purpose of this Section ~~1.67.5~~ 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.

1.7.6 ~~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.

1.8 ~~1.7~~ **Profiling**

~~1.7.1 The Transporter shall only be obliged to deliver Natural Gas at an Offtake Point, a CSEP, the Sub-Sea I/C Offtake or at the South North CSEP 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 at a LDM Offtake, 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 taking into account the provisions of the relevant LDM Capacity Booking the MHQ in respect of the LDM Offtake and, to the extent relevant, the location of the LDM Offtake and the provisions of any applicable End User Agreement.

1.8.1 ~~1.7.3~~ The Transporter shall be entitled to develop and make available to a Connected System Operator or Adjacent TSO offtake profile notices (and shall be entitled to enter into arrangements with any Affiliate, Connected System Operator, Adjacent TSO, Shippers, Third Party Shippers ~~and other Third Parties or otherwise~~, Counterparty IP Shippers or other third parties to develop and make available offtake profile notices) with respect to Natural Gas to be delivered to or offtaken at an Interconnection Point, a Bi-Directional CSP ~~(including for avoidance of doubt the South North CSEP)~~ or Entry Point on a Day in accordance with this Code, the provisions of any relevant CSA or Interconnection Agreement or otherwise as the Transporter considers appropriate. For the avoidance of doubt the Transporter shall be entitled to provide information to any Affiliate, Adjacent TSO, Connected System Operator, Shippers, Third Party Shippers, ~~Third Parties or otherwise~~ Counterparty IP Shippers, third parties insofar as same shall be relevant to facilitate the development of such offtake profile notices. Shippers acknowledge that the quantity of Natural Gas profiled for delivery to or offtake at an Interconnection Point or at a Bi-Directional CSP ~~including for avoidance of doubt the South North CSEP~~ or to be delivered at an Entry Point may differ from the quantities nominated by Shippers for delivery or offtake (as the case may be).

1.8.2 ~~Without prejudice to the general provisions of this Section 1.8, the Transporter shall use reasonable endeavours, where practicable, to provide a Within-Day offtake profile at a LDM Offtake, 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 taking into account the provisions of the relevant LDM Capacity Booking the MHQ in respect of the LDM Offtake and, to the extent relevant, the location of the LDM Offtake and the provisions of any applicable End User Agreement.~~

1.8.3 The Transporter shall only be obliged to deliver Natural Gas at an Offtake Point, a CSEP, the Sub-Sea I/C Offtake [or at an IP CSEP at a uniform rate].

1.8.4 ~~1.7.4~~ The Transporter shall be entitled to profile Natural Gas to be delivered or offtaken at the Sub-Sea I/C Offtake in accordance with the provisions of any applicable Sub-Sea I/C Offtake Agreement or otherwise as the Transporter considers appropriate.

1.8.5 ~~1.7.5~~ The Transporter shall not be liable to Shippers, or any of them, in respect of the development and provision of any such offtake profile notices or the failure to develop and/or provide such offtake profile notices or to secure that such profiles are in accordance with the terms and conditions of such agreement(s) including as may be developed between the Transporter and Shippers or otherwise in connection with the development of such offtake profile notices. Each Shipper hereby waives any and all rights or action against the Transporter (or its Affiliate) and any Adjacent TSO in respect of any loss, damage or otherwise that may be suffered by any Shipper as a result of the development and provision of such offtake profile notices ~~or~~, the failure to provide such notices or the failure to other than in respect of rights of actions expressly contained in such Agreement(s) as may be developed and agreed between the Transporter and Shippers in connection with profiling of Natural Gas to be delivered or offtaken from the Transportation System (as the case may be).

~~1.8~~ **Renomination Notice Periods**

~~1.8.1~~ Valid Renominations will become effective on the hour, following the relevant notice periods specified in 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~~ The Renomination Effective Time in respect of each Valid Entry Renomination or each Valid South North CSEP Offtake Renomination shall, except as otherwise provided in a relevant CSA, and, except where any Renomination Effective Time is accepted by the Transporter pursuant to Section 1.8.7, be on the hour which is:

1.9 Under Deliveries and Over Deliveries

1.9.1 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.

1.9.2 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.

1.9.3 Without prejudice to the application of any IP OBA Provision [If there are, or are likely to be under deliveries or over deliveries of the aggregate of Shippers IP Nomination Confirmed Quantities at the IP for whatever reason on any Day the Transporter shall not be liable to any Shipper at the IP to make up or store such over or under deliveries as the case may be.

1.10 Effective Flow Time

1.10.1 The time (the "Effective Flow Rate Time") at which the flow rate of Natural Gas will change or be deemed to change to give effect to the Nominated Quantity or IP Nomination Confirmed Quantity in respect of a Renomination or IP Renomination shall be:

- ~~(a) five (5) hours after the hour (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;~~ the start of Day D in respect of all Nominations or IP Nominations and submitted prior to 13:00 on D-1; and
- ~~(b) three (3) hours after the hour (which is not less than 15 minutes after the time the Entry Renomination or subject to Section 1.8.2(e), South North CSEP Offtake 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;~~
- ~~(c) two (2) hours after the hour (which is not less than 15 minutes after the time the Entry Renomination or subject to Section 1.8.2(e) South North CSEP Offtake 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;~~
- ~~(d) six (6) hours after the hour (which is not less than 15 minutes after the relevant Nomination is submitted) where a change of physical flow direction at a Bi Directional CSP is required; or~~
- ~~(e) six (6) hours after the hour which is not less than 15 minutes after the Renomination is submitted where the Renomination is with respect to the South North CSEP and prior to such Renomination zero flow was contemplated at the South North CSEP.~~
- (b) 1.8.3 The Renomination Effective Time in respect of a Valid CSEP Exit Renomination, Valid Sub-Sea I/C Offtake Renomination and/or in respect of a Valid Renomination at or in respect of a LDM Offtake (subject to Section 1.8.7) shall be on the hour which is after the expiry of the notice period(s) notified by the Transporter to the Shipper from time to time (including pursuant to any applicable End User Agreement) and in default of any such notice period being specified shall be: subject to Section 1.9.1(d) the later of the start of Day D or two hours after commencement of the applicable IP Renomination Cycle in respect of any IP Renomination submitted after 15:00 on Day D.

- ~~(a) five (5) hours after the hour (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 (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;~~
- (c) in respect of any other Renomination the later of the start of Day D or two (2) hours after [start of](#) the hour (which [is commences](#) 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; or [Renomination becomes a Valid Renomination.](#)
- (d) six (6) hours after the hour (which is not less than 15 minutes after the relevant Nomination is submitted) ~~at a Bi-Directional CSP~~ where a change of physical flow direction at a Bi-Directional CSP is required;

subject in ~~the case of a Valid Renomination at or in respect of a LDM Offtake to the relevant~~each case to any applicable ramp rates, offtake rates and/or Exit Point specific items which in the case of an Interconnection Point or an Entry Point shall be in accordance with the applicable Interconnection Agreement or CSA and in the sae of an Exit Point shall be in accordance with the relevant LDM Capacity Booking or the Sub-Sea I/C Offtake Capacity Booking (where ~~relevant~~applicable) or otherwise as notified by the Transporter to the Shipper from time to time (including pursuant to any applicable End User Agreement).

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

~~1.8.5 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 be on the hour which is one (1) hour after the hour which is not less than 15 minutes after the time the relevant Renomination is received by the Transporter.~~

~~1.8.6 The Renomination Effective Time in respect of each Valid IBP Renomination shall 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 or a Renomination at a Bi-Directional CSP which provides for a notice period less than that contemplated by this Section 1.8 the Transporter shall use reasonable endeavours to accommodate such notice period where practicable.~~

~~1.8.8—The Renomination Effective Time in respect of each Valid VIP Renomination shall be on the hour which is one (1) hour after the hour which is not less than 15 minutes after the time the relevant Renomination is received by the Transporter.~~

~~1.8.9—For the avoidance of doubt a Renomination Effective Time shall not apply with respect to Renominations at a VExitP or at a VEntryP.~~

1.11 ~~1.9~~ **[Commissioning New End User Facilities**

1.11.1 ~~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 at such LDM Offtake:

- (a) for each Day 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) for each Day of the commissioning period following the expiry of the first three (3) months of commissioning the greater of:
 - (i) 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
 - (ii) the lesser of:
 - a. 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

- b. 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).

1.11.2 ~~1.9.2~~ The Exit Tolerances specified in Sections ~~1.9.11~~ 1(a) and ~~1.9.11~~ 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*).

1.11.3 ~~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*).

1.11.4 ~~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.]

1.12 ~~1.10~~ **Plant Trip(s)**

1.12.1 ~~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.

1.12.2 ~~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 ~~1.10.2~~.

1.12.3 ~~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*).

1.13 ~~1.11~~ **Interruption**

1.13.1 ~~1.11.1~~ "**Interruption**" at a CSEP (other than an IP CSEP) means at a CSEP interruption or limitation, on the Transporter's instructions, (for one or more Days or parts of a Day) of the offtake (or deemed offtake) of Natural Gas

nominated for offtake pursuant to Interruptible CSEP Exit Nominations from the Transmission System at a CSEP and references to the Transporter’s right to “**Interrupt**” and “**Interruptible**” shall be construed accordingly.

“**CSEP Nominations Limit**” shall mean the maximum aggregate Nominations which the Transporter may accept for the purpose of offtake of Natural Gas at the CSEP in respect of a Day (other than on a Day of Interruption) as notified to Shippers by the Transporter from time to time and which will reflect any applicable CSA. A CSEP Nominations Limit may, in respect of any CSEP be stated to apply in respect of all Nominations and/or Interruptible Nominations at such CSEP.

“**Available Interruptible Exit Nomination Quantity**” shall mean in respect of a Shipper the maximum Nominated Quantity which the Registered Shipper at the CSEP shall be entitled to specify in an Interruptible CSEP Exit Nomination submitted to the Transporter for the offtake of Natural Gas at the CSEP on a Day in respect of which the Transporter has issued an Interruption Notice and which quantity shall not be less than the quantity deemed to have been offtaken by the Shipper at the Interruption Effective Time calculated in accordance with Section 1.1+0.6.

“**Aggregate Available Interruptible Nomination Limit**” shall mean the maximum aggregate quantity of all Interruptible CSEP Exit Nominations which the Transporter may accept in respect of a Day in respect of which an Interruption Notice is issued and which shall not be less than the quantity of Natural Gas offtaken or deemed to have been offtaken at the Interruption Effective Time at the CSEP on the Day calculated in accordance with Section 1.1+0.5.

“**Daily Interrupted Quantity**” shall mean the difference between the applicable CSEP Nominations Limit and the greater of:

- (i) the final Aggregate Available Interruptible Nomination Limit at the CSEP; or
- (ii) the aggregate CSEP Exit Allocations in respect of a Day in respect of which the Transporter has issued an Interruption Notice.

1.13.2 ~~1.11.2~~ The Transporter shall be entitled to require Interruption at any CSEP (at and to the extent to which Interruptible CSEP Exit Nominations may be submitted):

- (a) on a Day on which the Transporter anticipates that there might otherwise be an adverse impact on Shippers entitlement to use of the Transportation System (other than on an Interruptible basis) or any localised part thereof;

- (b) for operational reasons (including non-availability of required pressure in the Transportation System or any localised part thereof) or non-availability of the Transporter’s requested profile;
- (c) on a Day in respect of which the forecast total system demand is anticipated to be eighty five (85) per cent or more of peak demand;
- (d) on a Day on which the Transporter anticipates there would otherwise be a Restricted Capacity Day or a Difficult Day; and/or
- (e) on a Restricted Capacity Day.

The sum of the aggregate Daily Interrupted Quantities at the Inch CSEP in respect of all Interruptions pursuant to this Section 1.14.2(a) to (e) during the months of May, June, July, August and September in each Gas Year will not exceed the Inch CSEP Nominations Limit multiplied by fifteen (15). The Transporter may, notwithstanding the foregoing require further Interruptions in such months in the event of a Restricted Capacity Day, in which case the Transporter shall treat the Inch CSEP in the same manner as those LDM Offtakes described at Part H Section 1.9.1(a) and apply Part H Section 2.7.1 to the Inch CSEP Nominations Limit (as if it were Active Capacity) to achieve the Aggregate Available Interruptible Nomination Limit at the Inch CSEP.

1.13.3 ~~1.11.3~~ Where the Transporter requires Interruption at a CSEP it shall notify all affected Shippers by way of a notice (“**Interruption Notice**”). The Interruption Notice shall include:

- (a) the location of the affected CSEP;
- (b) the Day or part of the Day to which the notice relates;
- (c) the time from which the Interruption shall take effect (the “**Interruption Effective Time**”) (which shall be on the hour which is not less than two (2) hours after the Transporter issues the Interruption Notice);
- (d) the extent of the Interruption (which may be expressed as a percentage of the relevant CSEP Nominations Limit);
- (e) the Shipper’s Available Interruptible Exit Nomination Quantity where applicable; and
- (f) the Aggregate Available Interruptible Nomination Limit.

An Interruption Notice shall specify the Shipper’s Available Interruptible Exit Nomination Quantity where:

- (i) the Transporter has prior to issue of the Interruption Notice received Valid Interruptible CSEP Exit Nominations and/or Valid Interruptible CSEP Exit Renomination which specify Nominated Quantities which are in aggregate in excess of the Aggregate

Available Interruptible Nomination Limit in respect of the Day to which the Interruption Notice relates; or

- (ii) where the Interruption Notice revises a previously issued Interruption Notice which specified a Shipper's Available Interruptible Exit Nomination Quantity and the revised Interruption Notice reduces the Aggregate Available Interruptible Nomination Limit.

The Transporter may when it has issued an Interruption Notice issue a revised Interruption Notice in which case the revised Interruption Notice shall supercede the prior Interruption Notice or prior revised Interruption Notice. For the avoidance of doubt where the revised Interruption Notice increases the Aggregate Available Interruptible Nomination Limit, such that the aggregate Valid CSEP Exit Nomination(s) and Valid CSEP Exit Renominations are less than the revised Aggregate Available Interruptible Nomination Limit the revised Interruption Notice shall not specify the Shipper's Available Interruptible Exit Nomination Quantity.

1.13.4 ~~1.11.4~~ Where the Transporter issues an Interruption Notice at a CSEP;

- (a) all affected Shippers shall secure that the requirement in paragraphs (b) and/or (c) as the case may be is complied with;
- (b) the requirement that no Natural Gas shall be offtaken from the Transmission System at the CSEP with effect from the Interruption Effective Time and until such time as the Transporter shall specify in accordance with the Code; or
- (c) the offtake of Natural Gas from the Transmission System at the CSEP shall be limited in accordance with the Interruption Notice; and
- (d) the Shipper shall procure that the Shipper's Interruptible CSEP Exit Nominations shall be revised such that the relevant Shipper's prevailing Valid Nomination or Valid Renomination shall not exceed such Shipper's Available Interruptible Exit Nomination Quantity (where applicable).

1.13.5 ~~1.11.5~~ The quantity of Natural Gas offtaken or deemed to have been offtaken from the Transmission System at a CSEP pursuant to Interruptible CSEP Exit Nominations at the Interruption Effective Time shall be zero where the Interruption Effective Time is 065:00 hours on the Day to which the Interruption Notice refers and where the Interruption Effective Time is after 065:00 hours on the Day the quantity shall be calculated as follows;

- (a) where Natural Gas will have been physically offtaken from the Transmission System at the CSEP on the Day at the Interruption Effective Time, that quantity of Natural Gas metered as offtaken from the Transmission System as at or immediately prior to the issue of the Interruption Notice plus the quantity of Natural Gas anticipated to be

offtaken from the Transportation System as and from the time at which the metered quantity is ascertained up to the Interruption Effective Time (calculated by reference to the prevailing profile of Natural Gas issued or accepted by the Transporter); or

- (b) where Natural Gas is not physically oftaken or anticipated to be physically oftaken from the Transmission System up to the Interruption Effective Time the quantity shall be calculated as follows:

$$\frac{NQ_{agg}}{24} \times T$$

Where

NQ_{agg} = The aggregate of the Nominated Quantities of all Valid Interruptible CSEP Exit Nominations and/or Valid Interruptible CSEP Exit Renominations in respect of the Day; and

T = The number of hours of the Day up to the Interruption Effective Time.

1.13.6 ~~1.11.6~~ The quantity of Natural Gas oftaken or deemed to have been oftaken by a Shipper at the CSEP up to the Interruption Effective Time shall be zero where the Interruption Effective Time is 065:00 hours. Where the Interruption Effective Time is subsequent to 065:00 hours the quantity deemed to have been oftaken by the Shipper shall be calculated as follows:

$$\frac{NQ}{NQ_{agg}} \times DQ$$

Where

NQ = The Shippers prevailing Valid CSEP Exit Nomination.

NQ_{agg} = The aggregate of the Nominated Quantities of all Valid Interruptible CSEP Exit Nominations and/or Valid Interruptible CSEP Exit Renominations in respect of the Day; and

DQ = The aggregate quantity of Natural Gas deemed to have been oftaken at the CSEP at the Interruption Effective Time on the Day as calculated pursuant to Section 1.13.5.

1.13.7 ~~1.11.7~~ The exercise by the Transporter of any right including pursuant to Part H as a result of any Emergency pursuant to this Code to secure the discontinuance or reduction of offtake or deemed offtake of Natural Gas at any CSEP at which Interruptible CSEP Exit Nominations have been submitted shall not constitute Interruption for the purposes of this Section 1.1~~1~~3.

1.14 ~~1.12~~ **Failure to Interrupt Charges**

A Shipper submitting Interruptible CSEP Exit Nominations at a CSEP (including the Storage Exit Point at Inch) shall be liable to a charge (“**Failure to Interrupt Charge**”) calculated in accordance with this Section 1.1~~2~~4 on a Day on which the Transporter has issued an Interruption Notice; and

- (a) where the final CSEP Exit Allocation in respect of a Shipper calculated by reference to Interruptible CSEP Exit Nominations at the CSEP on the Day exceeds the Shipper’s Available Interruptible Exit Nomination Quantity plus the Shipper’s Failure to Interrupt Tolerance Quantity on that Day; or
- (b) where the aggregate Allocations calculated by reference to Interruptible CSEP Exit Nominations at the CSEP exceed the Aggregate Available Interruptible Nomination Limit.

The Failure to Interrupt Charge will be calculated according to the following formulae:

- (1) where the prevailing Interruption Notice specified a Shipper’s Available Interruptible Exit Nomination Quantity:

$$\text{FTI Charge} = (\text{ALL} - (\text{AISN} + \text{T})) \times \text{M}$$

Where

$$\text{FTI Charge} = \text{The Failure to Interrupt Charge;}$$

and

$$\text{ALL} = \text{The Shipper’s Allocation at the CSEP in respect of the Day;}$$

$$\text{AISN} = \text{The Shipper’s Available Interruptible Exit Nomination Quantity in respect of the Day;}$$

$$\text{T} = \text{The Shipper’s Failure to Interrupt Tolerance Quantity calculated in accordance with Section 1.1~~3~~5;$$

and

$$\text{M} = \text{The relevant multiplier of the capacity}$$

component of the annual onshore Exit
Tariff;

or

- (2) where the prevailing Interruption Notice did not specify a Shipper's Available Interruptible Exit Nomination Quantity:

$$FTI = (ALL - (NQ / NQ_{agg} \times AV_{agg}) + T) \times M$$

Where

FTI = The Failure to Interrupt Charge;

and

ALL = The Shipper's Allocation at the CSEP in respect of the Day;

NQ = The Nominated Quantity in the Shipper's Valid CSEP Exit Nomination or Valid CSEP Exit Renomination;

NQ_{agg} = The aggregate of the Nominated Quantities in all Shippers' Valid CSEP Exit Nominations or Valid CSEP Exit Renominations in respect of the Day;

AV_{agg} = The Aggregate Available Interruptible Nomination Limit in respect of the Day;

T = The Shipper's Failure to Interrupt Tolerance Quantity calculated in accordance with Section 1.135;

and

M = The relevant multiplier of the capacity component of the applicable Tariff.

The multiplier and cap for FTI charges shall be as follows:

Location	Multiplier	Cap
Inch Connected System Exit Point	0.75	Not applicable

1.15 ~~1.13~~ Failure to Interrupt Tolerance Quantity

A Shipper shall have a tolerance quantity ("**Failure to Interrupt Tolerance Quantity**") for the purpose of calculation of Failure to Interrupt Charges which shall be calculated as follows:

- (i) on a Day on which a Shipper has been notified of a Shipper's Available Interruptible Exit Nomination Quantity:

$$T = \text{AISN} \times P$$

(ii) on a Day on which a Shipper has not been notified of a Shipper's Available Interruptible Exit Nomination Quantity:

$$T = \left[\frac{NQ}{NQ_{agg}} \times \frac{AV_{agg}}{1} \right] \times P$$

Where:

T = The Shipper's Failure to Interrupt Tolerance Quantity

AISN = The Shipper's Available Interruptible Exit Nomination Quantity

NQ = The Nominated Quantity in the Shipper's Valid CSEP Exit Nomination or Valid CSEP Exit Renomination

NQ_{agg} = The Aggregate of the Nominated Quantities in all Shipper's Valid CSEP Exit Nominations or Valid CSEP Exit Renominations in respect of the Day

AV_{agg} = The Aggregate Available Interruptible Nomination Limit in respect of the Day

and

P = 1.5%

1.16 1.14 Provisions with respect to ~~Virtual Entry Points/Virtual Exit Points~~ IP VEntry / IP VExit

The provision of Part H Section 3.5 and 4.6 apply with respect to ~~VEntry~~IP VEntry Capacity Interruption Notice(s) and ~~VExit~~IP VExit Capacity Interruption Notice(s) as the case may be and applicable Failure to Interrupt Charges. The provisions of this Section 1.11 to 1.13 shall not apply with respect to ~~VEntry~~IP VEntry Nominations or ~~VExit~~IP VExit Nominations or ~~South-North~~IP CSEP Offtake Nominations.⁸

2. ALLOCATIONS

2.1 General

⁸ [Review cross references etc. once Part H revised.](#)

2.1.1 All IP Allocations (other than IP Allocations which shall be made in accordance with Section 3) shall be made in accordance with the remaining provisions of this Section 2. The Transporter shall for and including the Day which commences on 1 October 2015 or such other date as may be specified by the Transporter with the approval of the CER make IP Allocations in accordance with Section 3;

2.1.2 ~~2.1.1~~ Subject to any relevant Entry Point Procedures and/or any relevant Bi-Directional CSP Procedures, the Transporter shall allocate amongst Shippers in a transparent and fair manner in accordance with this Section 2 the Allocable Quantity at each Entry Point in respect of each Day, such that the sum of Entry Allocations for all Shippers registered at the Entry Point on a Day (other than at an Entry Point configured within a Bi-Directional CSP) shall be equal to the Allocable Quantity for such Day.

2.1.3 ~~2.1.2~~ For the duration of the PTL Agreement for any Day for which Allocations at the Moffat Entry Point are made in accordance with this Section 2, the Transporter shall procure that the Allocable 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.

2.1.4 ~~2.1.3~~ Allocations at an Entry Point and at a Connected System Exit Point ~~or VExitP (as the case may be) configured within a Bi-Directional CSP~~ shall be made in accordance with Sections 2.12 to 2.15.

2.1.5 ~~2.1.4~~ Where Operational Reverse Flow Arrangements apply at an Entry Point all Natural Gas offtaken at such Entry Point pursuant to such Operational Reverse Flow Arrangements shall be attributed in accordance with such applicable Reverse Flow Arrangements.

2.2 Allocations (excluding IP Allocations)

2.2.1 For the purposes of this Code:

- (a) "Allocable Quantity" shall mean a positive quantity of Natural Gas available for allocation to Registered Shippers at an Entry Point (other than an Entry Point configured within a Bi-Directional CSP) in respect of a Day and shall be determined as follows:-

$$ALL_q = (MeDQ + OBA_n + OR) - (OBA_p + LPR + QR + NCG)$$

where:

ALL_q = the Allocable Quantity,

$MeDQ$ = the Metered Delivered Quantity at the Entry Point in respect of the Day;

OBA_n = the quantity of Natural Gas the subject matter of a

Negative OBA Adjustment;

- OBA_p = the quantity of Natural Gas the subject matter of a Positive OBA Adjustment;
- LPR = the quantity of Natural Gas the subject matter of a LinePack Reinstatement;
- QR = the quantity of Natural Gas measured as offtaken at the Entry Point on the Day;
- OR = the quantity of Natural Gas made available by way of Operational Requirement.
- NCG = the quantity of Non-Compliant Gas which is delivered to the Transportation System on the Day and is disposed of by the Transporter pursuant to Part G (*Technical*) Section 1.3.4 (irrespective of the day on which such Natural Gas is disposed of)

For the avoidance of doubt:

- (i) where Non-Compliant Gas is offtaken at a Connected System Point pursuant to the provisions of Part G (Technical) Section 1.3.4 the same quantity of gas shall not be included in both QR and NCG.
 - (ii) there shall be no quantity of Natural Gas allocated to Shippers at an Entry Point in respect of a Day upon which the Allocable Quantity is determined as a negative Quantity.
- (b) "**Allocation**" means one or more of the following:
- (i) an Entry Allocation;
 - (ii) an Exit Allocation;
 - (iii) a Supply Point Allocation;
 - (iv) an IBP Allocation;
 - (v) CSEP Exit Allocation;
 - (vi) a VIP Allocation;
 - (vii) Sub-Sea I/C Offtake Allocation;
 - ~~(viii) a VExitP Allocation;~~

~~(ix) — VEntryP Allocation; or~~

~~(x) — South North CSEP Offtake Allocation.~~

in respect of a Shipper on a Day and made in accordance with this Section 2;

- (c) **"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 or in the case of an Entry Point configured within a Bi-Directional CSP the quantity allocated in accordance with the provisions of Sections 2.12 to 2.15;
- (d) **"Initial Entry Allocation"** means the Entry Allocation made in respect of a Registered Shipper at an Entry Point and notified to such Shipper in accordance with Section 2.4.2(d) or in accordance with Section 2.5.1 (as the case may be);
- (e) **"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 Sections 2.5.6 and/or 2.5.10 (as the case may be);
- (f) **"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;
- (g) **"Exit Allocation"** means the quantity of Natural Gas that is allocated to a Shipper in accordance with the provisions of Section 2.7 or Section 2.8 as having been offtaken from the Transportation System by a Shipper on a Day;
- (h) **"Initial Exit Allocation"** means an Initial LDM Exit Allocation, an Initial DM Exit Allocation or an Initial NDM Exit Allocation, as appropriate;
- (i) **"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 an LDM Offtake in accordance with Section 2.7.1;
- (j) **"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;
- (k) **"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;

- (l) **"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;
- (m) **"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;
- (n) **"Final DM Exit Allocation"** means a DM Exit Allocation which is a Final Exit Allocation;
- (o) **"Final LDM Exit Allocation"** means a LDM Exit Allocation which is a Final Exit Allocation;
- (p) **"Final NDM Exit Allocation"** means a NDM Exit Allocation which is a Final Exit Allocation;
- (q) **"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;
- (r) **"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;
- (s) **"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;
- (t) **"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;
- (u) **"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;
- (v) **"IBP Sell Allocation"** means the Nominated Quantity in the Valid IBP Sell Nomination on a Day;
- (w) **"IBP Buy Allocation"** means the Nominated Quantity in the Valid IBP Buy Nomination on a Day;
- (x) **"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*);

- (y) “**CSEP Exit Allocation**” shall mean the quantity of Natural Gas that is allocated in accordance with Section 2.13 or Section 2.14 to a Registered Shipper at a Connected System Exit Point for a Day, and “**CSEP Exit Reallocation**” shall mean a CSEP Exit Allocation which has been adjusted and/or readjusted in accordance with Section 2.14;
- (z) “**Initial CSEP Exit Allocation**” means a CSEP Exit Allocation made on or prior to 16:00 on D + 1 for a Registered Shipper at a CSEP in accordance with Section 2.13 or Section 2.14;
- (aa) “**Final CSEP Exit Allocation**” shall mean a CSEP Exit Allocation made by the Transporter at 16:00 on D + 5 in accordance with Section 2.15;
- (bb) “**Net Metered Quantity (Entry)**” shall mean in respect of a Bi-Directional CSP on a Day the quantity notified as such to the Transporter pursuant to any Bi-Directional CSP CSA or the excess of the quantity of Natural Gas metered as delivered at an Entry Point over the quantity of Natural Gas metered as offtaken (~~which shall be zero at a VExitP~~ and which may be zero at the Connected System Exit Point) on that Day and which quantities may be those quantities notified pursuant to any applicable CSA;
- (cc) “**Net Metered Quantity (Exit)**” shall mean in respect of a Bi-Directional CSP on a Day the quantity notified as such to the Transporter pursuant to any Bi-Directional CSP CSA or the excess of the quantity of Natural Gas metered as offtaken at the Connected System Exit Point ~~including the South-North CSEP~~ over the quantity of Natural Gas metered as delivered which may be zero at the Entry Point ~~(and which shall be zero at a VEntryP)~~ (in respect of that Day) and which quantities may be those quantities notified pursuant to any applicable CSA;
- (dd) “**Virtual Allocation Quantity (Entry)**” shall mean in respect of a Bi-Directional CSP on a Day on which there is a Net Metered Quantity (Exit) the quantity notified as such to the Transporter pursuant to any Bi-Directional CSP Procedures or the EODQ in respect of the Day, or the quantity nominated for delivery to the Transportation System at the Bi-Directional CSP notified as such pursuant to any applicable CSA ~~or the VEntryP Profile Quantity~~ (as the case may be);
- (ee) “**Virtual Allocation Quantity (Exit)**” shall mean in respect of a Bi-Directional CSP on a Day on which there is Net Metered Quantity (Entry) the quantity notified as such to the Transporter pursuant to any Bi-Directional CSP Procedures or the aggregate of the Nominated Quantities of all Valid CSEP Exit Nominations ~~or South-North CSEP~~

~~Offtake Allocations (as the case may be) at the CSEP~~ on that Day or the quantity nominated for offtake at the Bi-Directional CSP notified as such pursuant to any applicable CSA ~~or the VExitP Profile Quantity~~ (as the case may be);

- (ff) “**Zero Flow Day**” shall mean a Day on which the Net Metered Quantity (Entry) is equal to the Net Metered Quantity (Exit) including a Day upon which there has been no Natural Gas metered as delivered to or offtaken from the Transmission System at the Bi-Directional CSP;
- (gg) “**VIP Allocations**” means the quantity of Natural Gas that is allocated in respect of VIP Injection Allocation(s) and/or VIP Withdrawal Allocation(s) in accordance with Section 2.16 as having been injected or withdrawn by a Shipper at the VIP on a Day;
- (hh) “**VIP Injection Allocation**” means in respect of a Shipper the Nominated Quantity in such Shipper’s Valid VIP Injection Nomination or Valid VIP Injection Renomination in respect of a Day;
- (ii) “**VIP Withdrawal Allocation**” means in respect of a Shipper the Nominated Quantity in such Shipper’s Valid VIP Withdrawal Nomination(s) or Valid VIP Withdrawal Renomination on a Day; and
- (jj) “**Sub-Sea I/C Offtake Allocation**” means the quantity of Natural Gas (kWh) that is allocated to a Shipper in accordance with the provisions of Section 2.7.4 or 2.9 as having been offtaken from the Transportation System at the Sub-Sea I/C Offtake by a Shipper on a Day;
- (kk) “**Initial Sub-Sea I/C Offtake Allocation**” means an initial Sub-Sea I/C Offtake Allocation made on or prior to 16:00 hours on D + 1 to a Shipper in respect of the Sub-Sea I/C Offtake in accordance with Section 2.7.4;
- (ll) “**Final Sub-Sea I/C Offtake Allocation**” means Sub-Sea I/C Offtake Allocation made at 16:00 hours on D + 5 to a Shipper in respect of the Sub-Sea I/C Offtake in accordance with Section 2.9;
- (mm) “**Sub-Sea I/C Offtake Reallocation**” means an initial Sub-Sea I/C Offtake Allocation that 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;
- (nn) “**OBA Account**” means an account of Natural Gas maintained pursuant to any applicable OBA Agreement [at an Entry Point](#);
- (oo) “**OBA Adjustment**” means a Positive OBA Adjustment and/or a Negative OBA Adjustment as the case may be;
- (pp) “**Positive OBA Adjustment**” means a quantity of Natural Gas credited to an OBA Account at an Entry Point in respect of a Day pursuant to any

applicable OBA Agreement. For the avoidance of doubt a Linepack Reinstatement shall not be regarded as a Positive OBA Adjustment for the purpose of this Code;

- (qq) **“Negative OBA Adjustment”** means a quantity of Natural Gas withdrawn from an OBA Account in respect of a Day pursuant to any applicable OBA Agreement;
- (rr) **“OBA Agreement”** means an agreement between the Transporter and a Connected Systems Operator in connection with the over or under delivery of Natural Gas at an Entry Point on a Day and to include provision for establishment of an OBA Account;
- (ss) **“Linepack Reinstatement”** means a quantity of Natural Gas delivered to the Transporter at an Entry Point on a Day and which is to replace a quantity of the Transporters Natural Gas offtaken at that Entry Point on a previous Day pursuant to any Operational Requirement.
- (tt) **“Operational Requirement”** means a quantity of Gas made available to a Connected System Operator by the Transporter pursuant to any Operational Reverse Flow Arrangements at an Entry Point;
- ~~(uu) **“Final VExitP Allocation”** means a VExitP Allocation made at 16:00 hours on D+5 to a Shipper in respect of a VExitP in accordance with Section 2.13 to 2.17;~~
- ~~(vv) **“Initial VExitP Allocation”** means the initial VExitP Allocation made on or prior to 16:00 hours on D+1 to a Shipper in respect of a VExitP in accordance with Section 2.13 to 2.17;~~
- ~~(ww) **“VExitP Allocation”** is the quantity of Natural Gas (in kWh) that is allocated to a Shipper in accordance with Section 2.13 to 2.17 as having been offtaken from the Transportation System at a VExitP by a Shipper on a Day;~~
- ~~(xx) **“VExitP Reallocation”** means an initial VExitP Allocation that has been adjusted and/or readjusted between 16:00 hours on D+1 and 16:00 hours on D+4 in accordance with Section 2.13 to 2.17;~~
- ~~(yy) **“Final VEntryP Allocation”** means a VEntryP Allocation made at 16:00 hours on D+5 to a Shipper in respect of a VEntryP in accordance with Section 2.13 to 2.17;~~
- ~~(zz) **“Initial VEntryP Allocation”** means the Initial VEntryP Allocation made at or prior to 16:00 on D+1 to a Shipper in respect of a VEntryP in accordance with Section 2.13 to 2.17;~~
- ~~(aaa) **“VEntryP Allocation”** is the quantity of Natural Gas (in kWh) that is allocated to a Shipper in accordance with Section 2.13 to 2.17 as having~~

~~been delivered to the Transportation System at a VEntryP by a Shipper on a Day;~~

~~(bbb) “VEntryP Reallocation” means an Initial VEntryP Allocation that has been adjusted or readjusted between 16:00 hours on D+1 and 16:00 hours on D+4 in accordance with Section 2.13 to 2.17;~~

~~(ccc) “South North CSEP Offtake Allocation” is the quantity of Natural Gas (in kWh) that is allocated to a Shipper in accordance with Section 2.14 as having been offtaken from the Transportation System at the South North CSEP by a Shipper on a Day;~~

~~(ddd) “South North CSEP Offtake Reallocation” means an Initial South North CSEP Offtake Allocation that has been adjusted and/or readjusted between 16:00 hours on D+1 and 16:00 hours on D+4 in accordance with Section 2.14;~~

~~(eee) “Initial South North CSEP Offtake Allocation” means an Initial South North CSEP Offtake Allocation made on or prior to 16:00 hours on D+1 to a Shipper in respect of the South North CSEP in with Section 2.14;~~

~~(fff) “Final South North CSEP Offtake Allocation” means a South North CSEP Offtake Allocation made at 16:00 hours on D+5 in respect of a Shipper at the South North CSEP.~~

~~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.~~

2.2.2 ~~2.2.3~~ The Transporter shall provide each Registered Shipper:

- (a) with a separate Entry Allocation in respect of each Entry Point;
- (b) with a separate Exit Allocation in respect of its Valid Nomination or Valid Renomination at each LDM Offtake at which the Shipper is the Registered Shipper (including a Multiple Shipper LDM Offtake);
- (c) ~~(b)~~ with an aggregate DM Exit Allocation in respect of all DM Offtakes at which the Shipper is the Registered Shipper;
- (d) ~~(e)~~ with an aggregate NDM Exit Allocation in respect of all NDM Supply Points at which the Shipper is the Registered Shipper;
- (e) ~~(d)~~ with an aggregate CSEP Exit Allocation at each Connected System Exit Point at which the Shipper is a Registered Shipper; and
- (f) ~~(e)~~ with such Shipper’s VIP Injection Allocations and VIP Withdrawal Allocations in respect of each Day;

~~(f) with such Shipper's South North CSEP Offtake Allocation in respect of its Valid South North CSEP Offtake Nomination or Valid South North CSEP Offtake Renomination in respect of each Day; and~~

~~(g) with such Shipper's VExitP Allocations and VEntryP Allocations in respect of each Day.~~

2.3 **Entry Allocations**

2.3.1 Subject to the provisions of this Section 2 (including the provisions of Sections 2.12 to 2.15), the Transporter shall accept Entry allocations from an Entry Allocation Agent.

2.3.2 In the event that:

- (a) no Entry Allocation Agent has been appointed in respect of an Entry Point, all Entry Allocations will be made by the Transporter; or
- (b) an Entry Allocation Agent has been appointed but where:
- (c) the aggregate initial Entry Allocations or 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 the aggregate initial Entry Allocations or final Entry Allocations (as appropriate) for the Day in respect of all Registered Shippers at the Entry Point submitted by the Entry Allocation Agent which would otherwise be valid do not match or equal the Allocable Quantity in respect of that Day;
- (d) The Entry Allocation Agent has submitted initial Entry Allocations or final Entry Allocations in respect of a Day and the Allocable Quantity in respect of such Day has changed and the Entry Allocation Agent has not submitted Entry Reallocations to the Transporter to comply with Section 2.4.4.

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.

For the avoidance of doubt if an Entry Point is configured within a Bi-Directional CSP the provisions of Sections 2.12 to 2.15 shall apply with respect to Allocations at that Entry Point.

2.4 **Entry Allocations by an Entry Allocation Agent**

2.4.1 Where an Entry Allocation Agent has been appointed to make 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 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 proposed Initial Entry Allocation(s) relates to;
 - (ii) the Entry Point in respect of which the Initial Entry Allocation(s) 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 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 quantities submitted by the Entry Allocation Agent for Registered Shippers at an Entry Point on a Day shall equal the Allocable Quantity in respect of that 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 two (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 allocation(s) submitted by an Entry Allocation Agent that fails to comply with the provisions of Section 2.4.2.

2.4.4 An Entry 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 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 Allocable Quantity in respect of such Day.

The Entry Allocation Agent shall submit Entry Reallocations in respect of a Day for which the Allocable Quantity has been changed such Entry Reallocations to be submitted prior to 16:00 hours on D+4.

- 2.4.5 The Transporter may reject any Entry 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 or Entry reallocations from an Entry Allocation Agent at any time prior to 16:00 hours on D+5, subject to Section 2.3.2 the last Entry allocation or Entry reallocation accepted by the Transporter shall form the basis of the Final Entry Allocation for such Entry Point.
- 2.4.7 Any queries or disputes with respect to Entry 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 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 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 allocate the Allocable 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 Allocable Quantity in respect of the Entry Point in respect of a 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 two (2) hours after receipt of the initial allocations from the Entry Allocation Agent.

For the avoidance of doubt if the Allocable Quantity in respect of an Entry Point is zero each Registered Shipper's Entry Allocation at such Entry Point shall be zero.

- 2.5.2 During the period between 16:00 hours on D+1 and 16:00 hours on D+4, the Transporter may, including following acceptance by the Transporter of an Initial Entry Allocation Adjustment Request or adjustment by the Transporter of the Allocable Quantity, 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 Allocable Quantity 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 Allocable Quantity at 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 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 Allocable Quantity in respect of a Day) in respect of any previous Entry Allocation, including for the avoidance of doubt where the Entry Allocation Agent has submitted Initial Entry Allocations, but has not submitted an Entry Reallocation to address a revision to the Allocable Quantity.
- 2.5.11 The Transporter shall make available to Shippers an Entry Reallocation made pursuant to Section 2.5.6 or Section 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, 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 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 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 or Valid Exit Renomination in respect of the LDM Offtake on the Day; and
- ANQ = the aggregate of all the 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 Offtake may jointly request the Transporter to implement a procedure to make Allocations in respect of such Multiple Shipper LDM Offtake 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 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 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;
- (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;
- 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; and
- DM = the aggregate quantity of Natural Gas (in kWh) offtaken at all DM Offtakes downstream of the 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.

2.7.4 Initial Sub-Sea I/C Offtake Allocations

- (a) Sub-Sea I/C Offtake Allocations shall be determined as follows:
 - (i) if only one Shipper is registered at the Sub-Sea I/C Offtake on a Day, the aggregate metered quantity of Natural Gas determined as having been offtaken in accordance with this Code on a Day at the Sub-Sea I/C Offtake shall be allocated to that Shipper for that Day;
 - (ii) if more than one Shipper is registered at the Sub-Sea I/C Offtake on a Day the aggregate metered quantity of Natural Gas determined as having been offtaken in accordance with this Code on a Day at the Sub-Sea I/C Offtake shall be allocated by the Transporter to the Shipper's registered at the Sub-Sea I/C 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 the Sub-Sea I/C Offtake on the Day;
- Q = the aggregate metered quantity of Natural Gas (expressed in kWh) determined as having been offtaken at the Sub-Sea I/C Offtake on the Day;
- SNQ = the individual Shipper's Valid Sub-Sea I/C Offtake Nomination or Valid Sub-Sea I/C Offtake Renomination in respect of the Sub-Sea I/C Offtake on the Day; and
- ANQ = the aggregate of all the Valid Sub-Sea I/C Offtake Nominations or Valid Sub-Sea I/C Offtake Renominations in respect of the Sub-Sea I/C Offtake on the Day.

- (iii) Where there is more than one Shipper registered at the Sub-Sea I/C Offtake all such Shippers may jointly request the Transporter to implement a procedure to make allocations in respect of the Sub-

Sea I/C Offtake in a different manner to that set out in Section 2.7.4(ii). The Transporter may, but shall not be obliged to, approve any procedure(s) proposed by such Shippers provided that:

- (1) any costs incurred by the Transporter associated with implementing such procedures shall be for the account of such Shippers;
 - (2) the Transporter shall have no liability in respect of, or arising out of Allocations made pursuant to such procedures;
 - (3) such different procedures shall apply for a period to be agreed with the Transporter;
 - (4) the implementation of such procedures is subject to such notice and time periods as may be necessary to implement such procedures; and
 - (5) such procedures shall 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 (4) above whichever is the later.
- (iv) Where the Transporter accepts procedure(s) as proposed by Shippers pursuant to this Section 2.7.4(a) the Transporter shall allocate Natural Gas offtaken at the Sub-Sea I/C 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.

2.8 **Exit Allocation Adjustments and Sub-Sea I/C Offtake 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 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, the Supply Point Registration Number;
- (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 prior to 16:00 hours on D+4.

2.8.9 The provisions of Sections 2.8.1 to 2.8.8 shall apply, mutatis mutandis with respect to the adjustment of Sub-Sea I/C Offtake Allocations.

2.9 **Notification of Exit Allocations**

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

2.9.2 The Transporter shall make available to Shippers the Final Exit Allocation in respect of a Shipper's LDM Offtake(s), DM Offtake(s), NDM Supply Point(s) and/or the Sub-Sea I/C Offtake 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.

2.12 **Bi-Directional CSP Allocation**

- 2.12.1 Allocations at the Inch Entry Point and Inch Storage Connected System Exit Point at the Inch Bi-Directional CSP and any Bi-Directional CSP (but excluding any Interconnection Point):

~~(a) at an Entry Point and Connected System Exit Point and/or VExitP configured within a Bi-Directional CSP; and~~

~~(b) at a Connected System Exit Point (the South-North CSEP) and the VEntryP configured within the South-North Bi-Directional CSP~~

shall ~~in respect of (a)~~ be made in accordance with ~~Sections 2.12—2.15 and in respect of (b) in accordance with~~ Section 2.12; to Section 2.14 and 2.15.

- 2.12.2 Subject to the provisions of this Section 2.12 the Transporter shall accept Entry Allocations and CSEP Exit Allocations ~~and/or VExitP Allocations~~ made by an agent (a “**Bi-Directional CSP Agent**”) appointed pursuant to the Bi-Directional CSP Procedures. Bi-Directional CSP Procedures shall not apply

with respect to ~~the South-North CSEP and the VEntryP at the South-North Bi-Directional CSP.~~Interconnection Points.]

2.12.3 In the event that:

- (a) a Bi-Directional CSP Agent has been appointed the Transporter shall accept Allocations at the Bi-Directional CSP submitted by the Bi-Directional CSP Agent; and
- (b) if a Bi-Directional CSP Agent has not been appointed or where a Bi-Directional CSP Agent has been appointed but where:
 - (i) the aggregate Initial Allocations or Final Allocations (as appropriate) for a Day in respect of all Shippers at the Entry Point and [Connected System Exit Point] configured within the Bi-Directional CSP are rejected by the Transporter pursuant to Section 2.13.3; or
 - (ii) the difference between the aggregate Entry Allocation(s) and the aggregate CSEP Exit Allocations is not equal to the Net Metered Quantity (Entry) or Net Metered Quantity (Exit) as the case may be; ~~and/or~~
 - ~~(iii) the difference between the aggregate Entry Allocations and the aggregate VExitP Allocations is not equal to the Net Metered Quantity (Entry).~~

the Initial Allocations and/or the Final Allocations (as appropriate) for the Entry Point and Connected System Exit Point at such Bi-Directional CSP on such a Day shall be determined by the Transporter in accordance with Section 2.14.

2.12.4 [Where the Transporter, for any reason rejects Initial Allocations or Final Allocations submitted by a Bi-Directional CSP Agent in respect of a Day or where the Bi-Directional CSP Agent fails to submit Allocations to the Transporter the Transporter shall notify the Bi-Directional CSP Agent of each Shipper's Initial Allocations and each Shipper's Final Allocations at the Bi-Directional CSP made by the Transporter in accordance with Section 2.14 and 2.15 as soon as reasonably practical.]

2.13 Allocations at Bi-Directional CSP by Bi-Directional CSP Agent

2.13.1 Where a Bi-Directional CSP Agent has been appointed to make Allocations on behalf of Registered Shippers at the relevant Entry Point and Connected System Exit Point ~~or VExitP~~ (as the case may be) Shippers registered at that Entry Point and Connected System Exit Point ~~of VExitP (as the case may be)~~ shall procure that the Bi-Directional CSP Agent so appointed complies with the provisions of this Section 2.13.

2.13.2 Initial Allocations

- (a) A Bi-Directional CSP Agent on behalf of a Registered Shipper submitting Allocations at the Entry Point and at the Connected System Exit Point configured within the Bi-Directional CSP shall specify and submit to the Transporter such information as is necessary to enable the Transporter to process the Initial Entry Allocations, and the Initial CSEP Exit ~~Allocations and the Initial VExitP~~ Allocations including:
- (i) the Day that the Initial Entry Allocation and/or Initial CSEP Exit Allocation ~~and/or VExitP Allocations~~ relates to;
 - (ii) the Bi-Directional CSP in respect of which the Initial Entry Allocation and/or Initial CSEP Exit ~~Allocation and/or VExitP~~ Allocation relates to;
 - (iii) the quantity of Natural Gas (in kWh) allocated to each Shipper at the relevant Entry Point;
 - (iv) the quantity of Natural Gas (in kWh) allocated to each Shipper at the Connected System Exit Point ~~or VExitP~~ (as the case may be);
 - (v) the identity of the Registered Shipper(s) on whose behalf the Bi-Directional CSP Agent submits an Initial Entry Allocation and an Initial CSEP Exit ~~Allocation or Initial VExitP~~ Allocation (as the case may be); and
 - (vi) the identity of the Bi-Directional CSP Agent.
- (b) The Bi-Directional CSP Agent shall notify the Transporter of the information referred to at Section 2.13.2 for Registered Shippers at the relevant Entry Point and the relevant Connected System Exit Point ~~and/or VExitP~~ (as the case may be) by 16:00 hours on D + 1.
- (c) The difference between the aggregate quantities submitted by the Bi-Directional CSP Agent for Registered Shippers at the Entry Point on a Day and for Registered Shippers at the Connected System Exit Point on the Day shall equal the Net Metered Quantity (Entry) or the Net Metered Quantity (Exit) as the case may be.
- ~~(d) The difference between the aggregate quantities submitted by the Bi-Directional CSP Agent for Registered Shippers at the Entry Point on a Day and for Registered Shippers at the VExitP on the Day shall equal the Net Metered Quantity (Entry).~~

The Transporter shall notify each Shipper registered at the relevant Entry Point of such Shipper's Initial Entry Allocation and shall notify each Shipper registered at the Connected System Exit Point of ~~VExitP of~~ such Shipper's

Initial Connected System Exit Allocation ~~or VExitP Allocation~~ (save where the Allocations submitted by the Bi-Directional CSP Agent are rejected pursuant to Section 2.13.3) within two (2) hours after receipt of such Allocations by the Transporter from the Bi-Directional CSP Agent, or by 16:00 hours on D + 1.

- 2.13.3 The Transporter will reject an Allocation(s) submitted by the Bi-Directional CSP Agent that fails to comply with the provisions of Section 2.13.2.
- 2.13.4 A Reallocation(s) may be submitted by the Bi-Directional CSP Agent to the Transporter between 16:00 on D + 1 and 16:00 on D + 4 provided that:
- (a) such Reallocations contain the information required under Section 2.13.2; and
 - (b) the difference between the total quantities of Natural Gas to be allocated in respect of the Day at that Entry Point and the total quantity of Natural Gas to be allocated in respect of that Day at that Connected System Exit Point remains, or is equal to the Net Metered Quantity (Entry) or the Net Metered Quantity (Exit) as the case may be on such Day.
- 2.13.5 The Transporter may reject any Reallocations at the Bi-Directional CSP which it receives from the Bi-Directional CSP Agent after 16:00 hours on D + 4.
- 2.13.6 Where the Transporter has accepted Allocations or Reallocations from a Bi-Directional CSP Agent at any time prior to 16:00 on D+5 the last Entry Allocation or Entry Reallocation and the last CSEP Exit Allocation ~~of VExitP Allocation~~ or CSEP Exit ~~Reallocation or VExitP~~ Reallocation accepted by the Transporter shall form the basis of the Final Entry Allocations ~~or Final VExitP Exit Allocations~~ and the Final CSEP Exit Allocations for such Bi-Directional CSP.
- 2.13.7 Any queries or dispute(s) with respect to Entry Allocations or CSEP Exit Allocations ~~of VExitP Allocation~~ made by a Bi-Directional CSP Agent shall be a matter solely for the affected Shippers and the Bi-Directional CSP Agent, and a Shipper shall not be entitled to dispute with the Transporter any Entry Allocations or CSEP Exit Allocations ~~or VExitP Allocations~~ made by the Bi-Directional CSP Agent.
- 2.13.8 The Transporter shall not be liable in respect of compliance or non-compliance by the Bi-Directional CSP Agent with the terms of appointment of such Bi-Directional CSP Agent or with the provisions of this Code or in respect of any act or omission of the Bi-Directional CSP Agent howsoever arising. For the avoidance of doubt the Transporter shall not and shall not be required to verify that Allocations submitted by the Bi-Directional CSP Agent have been properly made.

2.14 Allocations at a Bi-Directional CSP by the Transporter

2.14.1 Where the Transporter is required to make an Initial Entry Allocation(s) and an Initial Exit Allocation(s) ~~(including, subject to Section 2.17) VExitP Allocations in accordance with Section 2.12.3~~ it shall make such Allocation in accordance with the formulae set out at (a) and (b) below ~~and the Transporter shall make Initial South North CSEP Allocations at the South North CSEP and VEntryP Allocations in accordance with the formula set out in (b) below:~~

(a) On a Day in respect of which there is a Net Metered Quantity (Entry) a Shipper's Initial Entry Allocation shall be calculated in accordance with the following formulae:

$$SQ = Q \times (SNQ/EODQ)$$

where:

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

Q = the Net Metered Quantity (Entry) plus the Virtual Allocation Quantity (Exit) ~~or if different the VExitP Profile Quantity (as the case may be);~~

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;

and

(b) the Shipper's ~~(1)~~ Initial CSEP Exit Allocation in respect of that Day shall be equal to the Shipper's prevailing Valid CSEP Exit Nomination or prevailing Valid CSEP Exit Renomination for the Day as the case may be;

~~(2) VExitP Allocation in respect of that Day shall be calculated in accordance with the following formula:~~

~~$$VExitPQ = Q \times (SNQ/VExitP_{agg})$$~~

~~Where~~

~~VExitPQ = the quantity of Natural Gas (expressed in kWh) allocated to an individual Shipper at the VExitP on the Day;~~

~~Q = the VExitP EODQ or if different VExitP Profile Quantity~~

~~SNQ = the individual Shipper's Valid VExitP Nomination or VExitP Renomination at the VExitP in respect of the Day.~~

~~VExitP_{agg} = the aggregate of all Shippers Valid VExitP Nominations or VExitP Renominations at the VExitP in respect of the Day.~~

- (c) ~~(b)~~ On a Day where there is a Net Metered Quantity (Exit) then a Shipper's Initial Entry Allocation shall for that Day:
- (i) be equal to the Shipper's prevailing Valid Entry Nomination or prevailing Valid Renomination (as the case may be); and
 - (ii) the Shipper's Initial CSEP Exit Allocation ~~or Initial South-North CSEP Offtake Allocations~~ (as the case may be) shall be calculated in accordance with the following formula:

$$SQ = Q \times (SNQ/AGG_{nex})$$

where

SQ = the Shipper's Initial CSEP Exit Allocation ~~or Initial South-North CSEP Offtake Allocation (as the case may be)~~;

Q = the Net Metered Quantity (Exit) plus the Virtual Allocation Quantity (Entry) ~~or if different the VEntryP Profile Quantity~~ (as the case may be);

SNQ = the Shipper's Valid CSEP Exit Nomination or Valid CSEP Exit Renomination ~~or Valid South-North CSEP Offtake Nomination or Valid South-North CSEP Offtake Renomination~~ in respect of the Day;

and

AGG_{nex} = the aggregate of all Shippers' Valid CSEP Exit Nominations or Valid CSEP Exit Renominations ~~or Valid South-North CSEP Offtake Nominations or Valid South-North CSEP Offtake Renominations~~ at the Connected System Exit Point ~~or at the South-North CSEP~~ (as the case

may be) on the Day.

and the Shipper's ~~VEntryP~~ Allocations in respect of that Day be calculated in accordance with the following formula:

VEntryP	=	Q x (SNQ/VEntryPagg)
Where:		
VEntryP	=	the quantity of Natural Gas (expressed in kWh) allocated to an individual Shipper at the VEntryP on the Day.
Q	=	the VEntryP EODQ or if different the VEntryP Profile Quantity.
SNQ	=	the individual Shipper's Valid VEntryP Nomination or VEntryP Renomination at the VEntryP in respect of the Day.
VEntryPagg	=	The aggregate of all Shipper's Valid VEntryP Nominations or VEntryP Renominations at the VEntryP in respect of the Day.

(d) ~~(e)~~ On a Zero Flow Day at the Bi-Directional CSP a Shipper's Initial Entry Allocation ~~VEntryP Allocation~~ and a Shipper's Initial CSEP Exit ~~Allocation or VExitP~~ Allocation shall be calculated as follows:

- (1) where no Valid Nominations (other than deemed zero Nominations (if any)) have been received by the Transporter at the Entry Point and at the CSEP ~~or VExitP or VEntryP~~ configured within the Bi-Directional CSP all Allocations shall be zero;
- (2) where the aggregate of the Nominated Quantities in respect of the Entry Point or Connected System Exit Points ~~or the South North CSEP~~ is equal to the aggregate of the Nominated Quantities at the CSEP ~~or VExitP or in the case of the South North CSEP the aggregate VEntryP Allocation at the VEntryP (as the case may be) configured within the Bi-Directional CSP~~ the Shipper's Entry Allocation shall be equal to the Shipper's prevailing Valid Entry Nomination or prevailing Valid Entry Renomination and the Shipper's CSEP Exit Allocation shall be equal to the Shipper's Valid CSEP Exit Nomination or Valid CSEP Exit ~~Renomination and the Shippers South North CSEP Offtake Allocation shall be equal to the~~

~~Shippers Valid South North CSEP Offtake Nomination or Valid South North CSEP Offtake~~ Renomination; and

- (3) in all other circumstances at a Bi-Directional CSP which comprises an Entry Point and Connected System Exit Point the Shipper's Initial CSEP Exit Allocation and Shipper's Initial Entry Allocation shall be calculated as follows:

$$SQ = Q \times (SNQ/AGG_{nom})$$

where:

SQ = a Quantity of Natural Gas (expressed in kWh) allocated to an individual Shipper at the Entry Point or the Connected System Exit Point (as the case may be) on the Day;

Q = the lesser of the EODQ or the aggregate of the Nominated Quantities in all Valid CSEP Exit Nominations or Valid CSEP Exit Renominations at the Connected System Exit Point ~~or Valid South North CSEP Offtake Nominations or Valid South North CSEP Offtake Renominations at the South North CSEP (as applicable) on the Day;~~

SNQ = the individual Shipper's Valid Entry Nomination, Valid Entry Renomination or Valid CSEP Exit Nomination or Valid CSEP Exit Renomination ~~or Valid South North CSEP Offtake Nomination or Valid South North CSEP Offtake Renomination (as the case may be);~~ and

AGG_{nom} = in the case of calculation of Entry Allocations mean the EODQ and in the case of calculation of CSEP Exit Allocation ~~or South North CSEP Offtake Allocation~~ the aggregate of all Shippers' Valid CSEP Exit Nominations ~~or Valid CSEP Exit Renominations or Valid South North Offtake Nomination or Valid South North Offtake Renomination (as the case may be).~~

- ~~(4) In all other circumstances where the Bi-Directional CSP incorporates an Entry Point and a VExitP the Shipper's Initial Entry Allocation~~

and the Shipper's Initial VExitP Allocation shall be calculated as follows:

$$SQ = Q \times (SNQ / AGG_{nom})$$

where

SQ = a Quantity of Natural Gas (expressed in kWh) allocated to an individual Shipper at the Entry Point or the VExitP (as the case may be on the Day);

Q = the EODQ at the Entry Point on the Day;

SNQ = the individual Shipper's Valid Entry Nomination, Valid Entry Renomination or Valid VExitP Nomination or Valid VExitP Renomination (as the case may be); and

AGG_{nom} = in the case of calculation of Entry Allocations mean the EODQ and in the case of VExitP the VExitP EODQ or VExitP Profile Quantity (if different);

(5) In all other circumstances where the Bi-Directional CSP incorporates a Connected System Exit Point (including the South-North CSEP) and a Virtual Entry Point or VEntryP the Shipper's Initial CSEP Allocation and the Shipper's Initial VEntryP Allocation shall be calculated as follows:

$$SQ = Q \times (SNQ / AGG_{nom})$$

where

SQ = a quantity of Natural Gas (expressed in kWh) allocated to an individual Shipper at the Connected System Exit Point, South-North CSEP or the VEntryP (as the case may be) on the Day;

Q = the EODQ at the Connected System Exit Point on the Day;

SNQ = the individual Shipper's Valid CSEP Exit Nomination, Valid CSEP Exit Renomination or Valid South-North CSEP Offtake Nomination or Valid South-North CSEP Offtake Renomination or Valid VEntryP Nomination or Valid VEntryP Renomination (as the case may be); and

~~AGG_{nom} = in the case of the calculation of CSEP Allocations means the EODQ and in the case of VEntryP the VEntryP EODQ or the VEntryP Profile Quantity (if different).~~

The Transporter shall notify each Shipper of such Shipper's Initial Entry Allocation(s) and such Shipper's Initial CSEP Exit Allocation ~~and such Shipper's South-North CSEP Offtake Allocation and such Shipper's VEntryP Allocation and/or VExitP Allocation (as the case may be)~~ in respect of the Entry Point or the CSEP Exit Point or the South-North CSEP within the Bi-Directional Connected System Exit Point ~~or the South-North CSEP or VEntryP or VExitP (as the case may be)~~ at which the Shipper is registered by 16:00 hours on D + 1, or where the Transporter is required to make such Allocations in accordance with Section 2.12.3(b) by the later of 16:00 hours on D + 1 or two hours after receipt of the Initial Allocations from the Bi-Directional CSP Agent.

2.14.2 During the period between 16:00 hours on D + 1 and 16:00 hours on D + 4 the Transporter may, including following acceptance by the Transporter of an Initial CSP Allocation Adjustment Request or adjustment by the Transporter of the Net Metered Quantity (Entry) or Net Metered Quantity (Exit) (as the case may be) adjust the Initial Entry Allocation and/or the Initial CSEP Exit Allocation ~~and/or the Initial VExitP Allocation and/or the Initial VEntryP Allocation and/or the Initial South-North CSEP Offtake Allocation~~ for a Shipper by making an Entry Reallocation or a CSEP Exit Reallocation ~~or a South-North CSEP Offtake Reallocation or a VExitP Reallocation or a VEntryP Reallocation as the case may be.~~

2.14.3 Where the Transporter has made Initial Entry Allocations and/or Connected System Exit Allocations ~~and/or South-North CSEP Offtake Allocations and/or VExitP Allocations and/or VEntryP Allocations~~ in respect of a Bi-Directional CSP, Shippers at the Entry Point and Shippers at the CSEP 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 at such Entry Point or Connected System Exit Point ~~or South-North CSEP or VExitP or VEntryP~~ (as the case may be) to the Initial Entry Allocations or the Initial CSEP Exit Allocations ~~or the Initial VExitP Allocations or the Initial VEntryP Allocations or South-North CSEP Offtake Allocations~~ made by the Transporter. Such agreed Entry Allocations or CSEP Exit Allocations ~~or South-North Offtake Allocation or VExitP Allocations or VEntryP Allocations~~ shall be notified in writing to the Transporter by all affected Shippers by 16:00 on D + 4 and shall be accepted by the Transporter subject to the Transporter being satisfied that:

- (a) the difference between the aggregate quantity of Natural Gas allocated on such Day in respect of the Entry Point and the Connected System Exit Point is equal to the Net Metered Quantity (Entry) or Net Metered Quantity (Exit) as the case may be;

- (b) the difference between the aggregate quantity of Natural Gas allocated on such a Day at the South-North CSEP and at the VEntryP is equal to the Net Metered Quantity (Exit); and
 - (c) on a Zero Flow Day there is no change in the aggregate Allocations at the Entry Point and the aggregate Allocations at the Connected System Exit Point.
- 2.14.4 Where the Transporter has made the Initial Entry Allocation and/or an Initial CSEP Exit Allocation ~~and/or South-North CSEP Offtake Allocations and/or an Initial VExitP Allocation at a Bi-Directional CSP~~, a Shipper may submit a request to the Transporter between 16:00 on D + 1 and 16:00 hours on D + 4 to adjust the Initial Entry Allocation and the Initial CSEP Exit Allocation, ~~the Initial South-North CSEP Offtake Allocation or the Initial VExitP Allocation or the Initial VEntryP Allocation~~ (as the case may be) (an “**Initial CSP Allocation Adjustment Request**”). The Initial CSP 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 or the Connected System Exit Point, ~~the South-North CSEP or VExitP or VEntryP~~ subject to the Initial CSP Allocation Adjustment Request;
 - (c) the Day that the Initial CSP Allocation Adjustment Request relates to; and
 - (d) the quantity of the requested readjustment and the reason for the adjustment.
- 2.14.5 The Transporter shall reject the Initial CSP Allocation Adjustment Request if it is not submitted in accordance with Section 2.14.4.
- 2.14.6 Where the Transporter accepts that an adjustment to the Initial Entry Allocation or Initial CSEP Exit Allocation ~~or Initial South-North CSEP Offtake Allocation or VExitP Allocation or VEntryP Allocation~~ is required, it shall make an Entry Reallocation or a CSEP Exit Reallocation (as the case may be) by adjusting the relevant Initial Allocation in accordance with the adjustment requested in the Initial CSP Allocation Adjustment Request or as otherwise determined by the Transporter. The Entry Reallocation or CSEP Exit ~~Reallocation or South-North CSEP Offtake Reallocation or VExitP Reallocation or VEntryP Reallocation~~ (as the case may be) shall supercede the previous Entry Allocation or CSEP Exit Allocation, ~~or South-North CSEP Offtake Allocation or VExitP Allocation or VEntryP Allocation~~ (as the case may be).
- 2.14.7 Where the Transporter does not accept the adjustment specified in the Initial CSP Allocation Adjustment Request the Transporter shall not adjust the

Allocation on that basis and shall provide to the Shipper submitting the Initial CSP Allocation Adjustment Request the reasons for the non-acceptance thereof.

2.14.8 The Transporter shall reject any Initial CSP Allocation Adjustment Request received by the Transporter after 16:00 hours on D + 4.

~~2.14.9 Where on a Day a Shipper has Valid Nominations for both Entry Capacity and Back Up Entry Capacity at a Bi-Directional CSP the Allocations 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 CSP Allocation Adjustment Request save where an error has been made in respect of such Allocations.~~

~~2.14.9~~ ~~2.14.10~~ The Transporter may make an Entry Reallocation or a CSEP Exit Reallocation ~~or, a South-North CSEP Offtake Reallocation or a VExitP Reallocation or VEntryP Reallocation~~ to a Shipper where an adjustment is necessary (including as a result of a revision to the Net Metered Quantity (Entry) or the Net Metered Quantity (Exit) in respect of a Day) in respect of any previous Entry Allocation or CSEP Exit Allocation.

~~2.14.10~~ ~~2.14.11~~ The Transporter shall make available to Shippers an Entry Reallocation or a CSEP Exit ~~Reallocation or a South-North CSEP Offtake Reallocation or a VExitP~~ Reallocation made pursuant to Sections 2.14.6 or 2.14.10 prior to 16:00 hours on D + 4.

2.15 ~~Final CSP VEntryP and VExitP~~ Allocations

The Transporter shall make available to Shippers the Final Entry Allocations and the Final CSEP Exit Allocation ~~and the Final South-North CSEP Offtake Allocation or Final VExitP Allocation or Final VEntryP Allocations~~ at a Bi-Directional CSP at 16:00 on D + 5. A Shipper's Final Allocation will be the Shipper's prevailing Initial Allocation or applicable Reallocation save where otherwise determined in accordance with this Code.

2.16 **VIP Allocations**

2.16.1 A Shipper's VIP Injection Allocation in respect of a Day shall be equal to the Nominated Quantity in such Shipper's Valid VIP Injection Nomination or Valid VIP Injection Renomination in respect of that Day.

2.16.2 A Shipper's VIP Withdrawal Allocation in respect of a Day shall be equal to such Shipper's Valid VIP Withdrawal Nomination or Valid VIP Withdrawal Renomination with respect to that Day

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

2.16.4 A Shipper's Final Entry Allocation at the [Moffat] Entry Point for a Day shall not be affected by such Shipper's VIP Injection Allocation for the Day.

2.17 **Interim Arrangements at Moffat VExitP**

~~2.17.1 The provisions of this Section 2.17 shall apply with respect to Allocations at the Moffat VExitP for the duration of the interim arrangements as referred to Part H (Operations) Section 5.7.~~

~~2.17.2 Notwithstanding that the Entry Point Procedures at the Moffat Entry Point configured within the Bi-Directional CSP do not constitute Bi-Directional CSP Procedures within the meaning of Part H (Operations) Section 5.5 the Transporter may subject to Part H (Operations) Section 5.7 continue to accept Entry Allocations at the Moffat Entry Point made by an Agent pursuant to the Entry Point Procedures as modified pursuant to Part H (Operations) Section 5.7, and the Agent pursuant to such Entry Point Procedures shall be treated as a Bi-Directional CSP Agent appointed pursuant to Bi-Directional CSP Procedures for the purpose of the interim arrangements and this Section 2.17 and the provisions of Section 2.12 to 2.15 shall apply with respect to such Allocations subject as follows:~~

3. INTERCONNECTION POINT ALLOCATIONS

3.1 Introduction

3.1.1 The Transporter shall make allocations at all Interconnection Points in accordance with this Section 3.

3.1.2 Section 3.4 shall apply on each OBA Day at an Interconnection Point where the applicable Interconnection Agreement includes IP OBA Provisions.

3.1.3 Section 3.5 shall apply at an Interconnection Point:

(a) in respect of each Day where the applicable Interconnection Agreement does not include IP OBA Provisions; and

(b) on a Non-OBA Day.

3.2 Interpretation

3.2.1 For the purpose of this [Code]:

(a) ~~the Agent shall only be entitled to submit Initial Entry Allocations at the Moffat Entry Point; and~~ "IP Allocation" means any one or more of the following:

(i) an IP Entry Allocation;

(ii) an IP CSEP Offtake Allocation;

(iii) an IP VEntry Allocation;

(iv) an IP VExit Allocation.

(b) ~~the Agent may submit Reallocation requests with respect to initial Entry Allocations at the Moffat Entry Point; and~~ "IP Reallocation" means a revision made between 16.00 hours on D + 1 and 11.00 hours on D + 4 of the quantity of Natural Gas in any IP Allocation (and a "IP Entry Reallocation", a "IP CSEP Offtake Reallocation", a "IP VEntry Reallocation" and a "IP VExit Reallocation" shall be construed accordingly:

(c) ~~the Agent may submit the Final Entry Allocations at the Moffat Entry Point.~~ "Metered Quantity" is in respect of each Day and at each Interconnection Point the aggregate quantity determined in accordance with Part ● Section ● of this Code and the applicable Interconnection Agreement as having being physically delivered to or physically offtaken from the Transportation System at the IP or where there are physical flows in both directions at the same Interconnection Point at different times on the same Day the net amount of such Metered Quantities;

- (d) ~~the Agent shall not and shall not be entitled to submit VExitP Allocations at the VExitP.~~ "Adjusted Metered Quantity" is in respect of the Moffat Interconnection Point for a Non OBA Day the quantity of Natural Gas attributed to the Transportation System in accordance with Section 3.5.2;
- (e) "Aggregate IP Entry Confirmed Quantity" is for a Day the sum of all IP Nomination Confirmed Quantities in respect of all Shippers at the IP Entry for that Day;
- (f) "Aggregate IP CSEP Confirmed Quantity" is for a Day the sum of all prevailing IP Nomination Confirmed Quantities in respect of all Shippers at the IP CSEP for the Day;
- (g) "Aggregate IP VExit Confirmed Quantity" is for a Day the sum of all prevailing IP VExit Confirmed Nomination Quantities in respect of all Shippers at the IP VExit in respect of that Day;
- (h) "Aggregate IP VEntry Confirmed Quantity" is the sum of all prevailing IP VEntry Confirmed Nomination Quantities in respect of all Shippers at the IP VEntry in respect of the Day; and
- (i) "Steering Difference" shall in respect of an Interconnection Point have the meaning in the applicable IP OBA Provisions;
- (j) "Cumulative Steering Difference" in respect of each Day and at each Interconnection Point in respect of each Day the sum as so established in accordance with the applicable IP OBA Provisions.
- (k) "IP Operational Balancing Account" or "IP OBA" means an account of Natural Gas maintained between the Transporter (or its Affiliate) and the Adjacent TSO at an IP pursuant to which any Steering Difference for a Day overflows or underflows of Natural Gas at the IP is managed operationally between the Transporter (or its Affiliate) and the Adjacent TSO;
- (l) "Steering Tolerance" is in respect of an IP the amount (in kWh) specified in the IP OBA Provisions for that IP as the maximum normally allowable amount of the Cumulative Steering Difference or as otherwise defined in the applicable IP OBA Provisions;
- (m) "IP OBA Provisions" are those provisions of the Interconnection Agreement which provide for the operation and management of the IP Operational Balancing Account and the reconciliation as between the Transporter and the Adjacent TSO at the IP of any over flows and under flows of Natural Gas in respect of the IP for a Day;
- (n) "IP Entry Allocation(s)" means the quantity(ies) of Natural Gas that is allocated as having been delivered by a Shipper to the Transportation System at an IP Entry Point on a Day;

- (o) "Final IP Entry Allocation" means in respect of a Shipper the Shippers IP Entry Allocation at 16:00 hours on D + 5 in respect of an IP Entry;
- (p) "Final IP VExit Allocation" means in respect of a Shipper and a Day the Shipper's IP VExit Allocation at 16:00 hours on D+5 in respect of a IP VExit;
- (q) "Initial IP Entry Allocation" means the IP Entry Allocation made at or before 16.00 hours on D +1 to a Shipper in respect of an IP Entry Point;
- (r) "Initial IP VExit Allocation" means the IP VExit Allocation made on or prior to 16:00 hours on D+1 to a Shipper in respect of a IP VExit;
- (s) "IP VExit Allocation" is the quantity of Natural Gas (in kWh) that is allocated to a Shipper in accordance with Section 3.4, 3.5 or 3.10 as having been offtaken from the Transportation System at an IP VExit by the Shipper on a Day;
- (t) "IP VEntry Allocation" means the quantity of Natural Gas (in kWh) that is allocated to a Shipper in accordance with Section 3.4 to 3.5 or 3.10 as having been delivered by the Shipper to the Transportation System at an IP VEntry on a Day;
- (u) "Final IP VEntry Allocation" means in respect of a Shipper and a Day the Shpper's IP VEntry Allocation at 16:00 hours on D+5 to a Shipper in respect of a IP VEntry;
- (v) "Initial IP VEntry Allocation" means the IP VEntry Allocation made at or prior to 16:00 on D+1 to a Shipper in respect of an IP VEntry;
- (w) "Non-OBA Day" means in respect of an IP a Day for which it is determined in accordance with the applicable IP OBA Provisions that IP Allocations for Shippers at the IP shall be based on pro-rata allocation of the Metered Quantity at the IP and each Day in respect of an IP at which IP OBA Provisions do not apply;
- (x) "OBA Day" means in respect of an IP at which IP OBA Provisions apply, each Day other than a Non OBA Day in respect of such IP;
- (y) "IP CSEP Offtake Allocation" is the quantity of Natural Gas (in kWh) that is allocated to a Shipper in accordance with Section 3.4, 3.5 or 3.10 as having been offtaken from the Transportation System at the IP CSEP by a Shipper on the Day;
- (z) "Initial IP CSEP Offtake Allocation" means an IP CSEP Offtake Allocation made on or prior to 16:00 hours on D+1 to a Shipper in respect of the CSEP;

(aa) “Final IP CSEP Offtake Allocation” means in respect of a Shipper and a Day the Shipper's IP CSEP Offtake Allocation at 16:00 hours on D+5 in respect of the Shipper at the applicable IP CSEP.

3.3 General

3.3.1 Each Shipper shall have a separate IP Allocation in respect of each prevailing IP Nomination or IP Renomination for each Day, Counterparty IP Shipper and direction and at each IP.

3.3.2 Each Shipper shall have a single IP Allocation in respect of each Counterparty IP Shipper at each IP Entry Point, each IP CSEP, each IP VEntry and each IP VExit in respect of which the Shipper has submitted a Valid IP Nomination.

3.3.3 A Shipper's Initial IP Allocation shall only be varied by way of an IP Reallocation in accordance with Section 3.10 (Error Correction);

3.3.4 Unless the Transporter notifies the Shipper of a Final IP Allocation at 16.00 hours on D + 5 the Shipper's prevailing IP Allocation or IP Reallocation as at 16.00 hours on D + 5 shall be the Shipper's Final IP Allocation.

~~3.3.5 2.17.3~~ The Transporter shall be entitled to and is authorised to notify to the Agent information with respect to the VExitP EODQ and if different the VExitP Profile Quantity to notify Shippers:

~~2.17.4~~ The Transporter shall allocate the VExitP EODQ (or if different) the VExitP Profile Quantity amongst Shippers registered at the VExitP in accordance with Section 2.14(a)(2).

(a) if IP OBA Provisions do not apply at an IP in which case each Day shall be a Non-OBA Day; or

(b) by 16:00 on D + 1 if a Day is a Non-OBA Day at an IP where IP OBA Provisions apply at that IP.

3.4 IP Allocations on an OBA Day

3.4.1 A Shippers IP Allocation(s) at each Interconnection Point in respect of an OBA Day shall in respect of each of the Shippers IP Nomination(s) or IP Renomination(s) be equal to the prevailing IP Nomination Confirmed Quantity in respect of the Shipper's IP Nomination or IP Renomination as the case may be) at such Interconnection Point at the end of the Day to which the IP Nomination or IP Renomination related;

3.4.2 A Shipper shall have a separate IP Allocation in respect of each IP Nomination or IP Renomination in each direction and for each Counterparty IP Shipper at each IP.

3.5 IP Allocation on a Non OBA Day

3.5.1 For the duration of the PTL Agreement, the Transporter shall procure that for a Non OBA Day the Metered Quantity of Natural Gas delivered at the Moffat IP Entry Point shall be allocated amongst IP Shippers at the Moffat IP Entry Point attributed to the Transportation System and PTL in accordance with the provisions of this Section 3 and the PTL Agreement and for the purpose of Section 3.5.3 references to the Adjusted Metered Quantity shall be deemed to be references to the Metered Quantity less the quantity allocated to PTL in accordance with 3.5.2.

3.5.2 The amount of the Metered Quantity for the Non-OBA Day shall be attributed to PTL and to Shippers (in aggregate) under this Code pro rata to:

- (a) the final net physical quantity of Natural Gas notified by PTL pursuant to the PTL Agreement for delivery of the Moffat IP Entry Point for the Day (being the PTL shipper confirmed nomination quantities for delivery of the Natural Gas at the IP Entry Point less the confirmed quantities of PTL shippers nominations for offtake at the Moffat Interconnection Point);
- (b) the aggregate physical flow for IP Shippers for the Day pursuant to this Code which shall be the Aggregate IP Entry Confirmed Quantity less the Aggregate IP VExit Confirmed Quantity at the Moffat Interconnection Point.

3.5.3 For ~~the avoidance of doubt no Allocations shall be made with respect to Shippers at the VExitP in respect of any Day which is not within the applicable Virtual Reverse Flow Season.~~ a Non OBA Day and separately for each IP, Counterparty IP Shipper and direction:

- (a) the Shipper's prevailing IP VEntry Nomination Confirmed Quantity at the end of the Day for which the IP Allocation is made shall be the Shippers Initial IP VEntry Allocation;
- (b) the Shipper's prevailing IP VExit Nomination Confirmed Quantity at the end of the Day shall be the Shippers Initial IP VExit Allocation;
- (c) a Shippers prevailing IP Entry Nomination Confirmed Quantity or IP CSEP Nomination Confirmed Quantity shall be the Shippers Initial IP Entry Allocation or IP CSEP Offtake Allocation;
- (d) the Shipper's Initial IP Entry Allocation(s) or Initial IP CSEP Offtake Allocation(s) shall in respect of each Non-OBA Day be recalculated by 16.00 on D + 2 (separately in respect of each IP Entry Nomination and IP CSEP Offtake Nomination) for each and in respect of each IP as follows:

<u>IP_{all}</u>	≡	$\left[AQ = \frac{Scq}{AggSeq} \right]$
<u>IP_{all}</u>	≡	<u>a Shipper's IP Entry Allocation,– or IP CSEP Offtake Allocation in respect of the IP for the Non-OBA Day.</u>
<u>AQ</u>	≡	<u>the sum of the Metered Quantity or Adjusted Metered Quantity (as applicable) at the IP for the Day plus (i) in the case of an IP Entry) the Aggregate IPVExit Confirmed Quantity or (ii) in the case of an IP CSEP Nomination the Aggregate IP VEntry Confirmed Quantity (as the case may be) in respect of that IP and that Non-OBA Day).</u>
<u>Scq</u>	≡	<u>the Shipper's IP Nomination Confirmed Quantity in respect of the Shippers IP Entry Nomination (or IP Renomination) or IP CSEP Offtake Nomination (or IP Renomination) at the IP in respect of the Non-OBA Day;</u>
<u>Agg Scq</u>	≡	<u>The Aggregate IP Entry Confirmed Quantity or the Aggregate IP CSEP Confirmed Quantity (as the case may be) for the Day.</u>

(e) the Shipper's IP Entry Reallocation or IP CSEP Offtake Reallocation is calculated in accordance with Section 3.5.3(d) shall be notified to the Shipper by 16:00 hours on D + 2 by way of an IP Reallocation.

3.6 Initial IP Allocation

3.6.1 The Shippers Initial IP Allocation in respect of each IP, Day and direction shall:

(a) on an OBA Day be the Shipper's applicable IP Nomination Confirmed Quantity at the IP in respect of the Day; and

(b) on a Non OBA Day may be the Shipper's applicable:

(i) IP Nomination Confirmed Quantity at the IP in respect of the Day;

or

(ii) a quantity calculated in accordance with Section 3.5.3;

Provided always where the Shipper's Initial IP Allocation on a Non-OBA Day is notified as the Shipper's applicable IP Nomination Confirmed Quantity such IP Allocation shall be subject to recalculation and adjustment in accordance with clause 3.5.3 (d).

3.6.2 The Transporter shall notify to each IP Shipper in respect of each Non-OBA Day at the IP the Shipper's applicable IP Entry Reallocation or IP CSEP Offtake Reallocation as calculated in accordance with Section 3.5.3 by 16:00 on D + 2.

3.7 The Shipper's Final IP Allocation(s) shall

- (a) for an OBA Day be the Shipper's Initial IP Allocation(s) in respect of that Day or where Section 3.6 (Error Correction) applies the Shippers prevailing IP Reallocation(s) at 16.00 hours on D + 5 in respect of the Day; and
- (b) for a Non-OBA Day be the Shipper's IP Reallocation(s) in respect of Day D as notified by the Transporter by 16:00 hours on D + 2 or where there is an IP Reallocation made in accordance with Section 3.10 (Error Correction) the prevailing IP Reallocation at 16.00 hours on D + 5.

3.8 The Transporter shall notify to each Shipper

- (a) the Shippers Initial IP Allocation in respect of Day D by 16:00 on Day D + 1;
- (b) for a Non OBA Day the Shippers IP Reallocation in respect of Day D by 16.00 on D + 2;
- (c) each IP Reallocation made in respect of the Shipper by [16.00] has on D + 5;
- (d) the Shipper's Final IP Allocation by 16.00 on D + 5 (where the Shipper's Final IP Allocation is different from any previously notified Shipper's Initial IP Allocation or prevailing IP Reallocation).

3.9 The Transporter may in respect of a Non-OBA Day at an IP at which IP OBA Provisions apply and in accordance with any applicable arrangement with the Adjacent TSO provide for each IP Nomination made for each IP Shipper pursuant to this Code:

- (a) the EIC of the Counterparty IP Shipper;
- (b) the EIC of the Shipper;
- (c) the identity of the Adjacent TSO;
- (d) the Day;
- (e) the direction of gas flow;

(f) the quantity allocated to the Shipper in accordance with this Section 3;

3.10 Error Correction

3.10.1 The provisions of this Section 3.10 shall apply if an error (a "Potential Error") may have been made:

- (a) in implementing the Matching Procedure in respect of an IP Nomination submitted by a Shipper in respect of a Day; and/or
- (b) the determination of a Shipper's IP Allocation at an IP in respect of that Day;

3.10.2 A Potential Error may be identified by:

- (a) the Transporter; or
- (b) a Shipper at the Interconnection Point; or
- (c) the Adjacent TSO at the Interconnection Point; or
- (d) a Counterparty IP Shipper.

and the Transporter may receive notice of a Potential Error from a Shipper or an Adjacent TSO.

3.10.3 If a Shipper is of the reasonable opinion that a Potential Error may have been made the Shipper shall as soon as reasonably practical and in any event not later than 16:00 hours on D + 3 after the Day to which the Potential Error relates notify the Transporter of the Potential Error in accordance with Section 3.10.4 and shall provide to the Transporter such information as the Transporter may reasonably require to enable the Transporter to investigate the Potential Error.

3.10.4 The Shipper shall provide to the Transporter such information as the Transporter may reasonably require to enable the Transporter to investigate the Potential Error including:

- (a) the EIC of the Shipper;
- (b) the identity of the Counterparty IP Shipper;
- (c) the Day in respect of which the IP Nomination (or IP Allocation) as the case may be was made;
- (d) the IP Nominated Quantity notified by the Shipper, the IP Nomination Processed Quantity determined by the Transporter and the IP Nomination Confirmed Quantity notified to the Shipper;
- (e) the quantity specified in the IP Allocation made in respect of the Shipper in connection with the relevant IP Nomination;

(f) the quantity which IP Shipper submitting the notification reasonably believes should have been determined as:

(i) the applicable IP Nomination Processed Quantity; and/or

(ii) the applicable IP Nomination Confirmed Quantity; and/or

(iii) the applicable IP Allocation.

3.10.5 The Transporter shall where the Transporter identifies a Potential Error; or on receipt of notification of a Potential Error

(a) where the Potential Error is identified by the Transporter or notified to the Transporter by a Shipper notify the Adjacent TSO (and the Adjacent TSO may notify the Counterparty Shipper of the alleged Potential Error);

(b) where the Transporter has identified the Potential Error notify any potentially affected Shipper and the adjoining TSO;

(c) an Adjacent TSO notifies the Transporter of a Potential Error and of the identity of any Shipper which is potentially affected by such Potential Error;

(d) investigate or participate in the investigation of the alleged Potential Error, including where appropriate in consultation with the Adjacent TSO (or such other party as the Transporter considers appropriate) and may consult with the affected Shipper;

(e) provide such information as may be reasonably necessary (including information with respect to Shipper IP Nominations, Shipper's IP Nomination Processed Quantities and IP Nomination Confirmed Quantities) as the Transporter considers appropriate to the proper investigation of a Potential Error; and

either the Transporter or the Adjacent TSO (as appropriate) may investigate the alleged Potential Error including where appropriate in consultation with such third parties as may be necessary.

3.10.6 If following such investigation it is confirmed that an error has taken place:

(a) where the Transporter has investigated the Potential Error, the Transporter shall notify the Shipper (and the Adjacent TSO) of such corrective action as the Transporter considers reasonably necessary in order to correct the error, including where applicable the determination of a revised IP Nomination Processed Quantity or revised IP Nomination Confirmed Quantity; and

(b) where the Adjacent TSO has investigated the error notify the Shipper of the corrective action which has been determined by the Adjacent TSO as the Adjacent TSO identifies as necessary in order to correct the error.

including where applicable the determination of a revised IP Nomination Processed Quantity or a revised IP Nomination Confirmed Quantity.

- (c) where the correction of an error results in a revised IP Nomination Processed Quantity or a revised IP Nomination Confirmed Quantity any revised IP Allocation calculated following any such Error shall be an IP Reallocation.

3.10.7 No correction of a Potential Error may be made in respect of a Day unless:

- (a) the Potential Error is identified or notification of the potential Error is received prior to 16:00 on D + 3;
- (b) the potential Error can be investigated; and
- (c) any applicable redetermination of relevant quantities is completed by 11.00 on D + 5;

4. ~~3.~~

NDM SUPPLY POINT RECONCILIATION

4.1 ~~3.1~~ Overview

4.1.1 ~~3.1.1~~ The provisions of this Section ~~34~~ shall only apply in respect of NDM Gas Points and NDM Supply Points.

4.1.2 ~~3.1.2~~ The Transporter shall keep, maintain and publish Reconciliation Procedures.

4.1.3 ~~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.

4.2 ~~3.2~~ Reconciliation

4.2.1 ~~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**").

4.2.2 ~~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.

4.2.3 ~~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.

4.2.4 ~~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.

4.2.5 ~~3.2.5~~ The aggregate Reconciliation Charging Adjustments 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 General*) Section 11 (*Invoicing and Payment*).

4.3 ~~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.

4.4 ~~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 ~~and VEntryP Nominations~~

- (i) the Day in respect of which the Entry Nomination ~~or VEntryP Nomination~~ is being made;
- (ii) the Entry Point or Virtual Entry Point in respect of which the Entry Nomination is being made;
- (iii) the Nominated Quantity (in kWh);
- (iv) the applicable ID of the Shipper making the Entry Nomination ~~or VEntryP 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);
- ~~(vi) whether the Entry Nomination is being made with respect to Back-Up Entry Capacity;~~
- ~~(vii) the Back-Up Capacity Booking(s) to which the Nomination relates (where applicable);
and~~
- ~~(viii) whether the Entry Nomination is made in whole or in part with respect to Primary Entry Capacity booked pursuant to a Treaty Entitlement.~~

Part 2

Exit Nominations, CSEP Exit Nominations, Sub-Sea I/C Offtake Nominations, ~~South-North CSEP Offtake Nominations and VExitP Nominations~~

- (i) the Day in respect of which the Exit Nomination, the CSEP Exit Nomination, or the Sub-Sea I/C Offtake Nomination, ~~the South-North CSEP Offtake Nomination or VExitP Nomination~~ (as the case may be) is being made;
- (ii) the applicable Shipper ID of the Shipper making the Exit Nomination, the CSEP Exit Nomination, or the Sub-Sea I/C Offtake Nomination, ~~the South-North CSEP Offtake Nomination or VExitP Nomination~~ (as the case may be);
- (iii) where the Exit Nomination is a:
 - (1) LDM Nomination:
 - (A) the Offtake Point;
 - (B) the Nominated Quantity (in kWh); and
 - (C) an hourly offtake profile (in kWh) and specify, in respect of each hour of each Day to which the Nomination (or Renomination) relates, a quantity which is less than or equal to the applicable MHQ in respect of such LDM Offtake;
 - (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; ~~or~~
 - ~~(4) South-North CSEP Offtake Nomination:
 - (A) the South-North CSEP; and
 - (B) the Nominated Quantity in kWh.~~
- (iv) where the Nomination is a CSEP Exit Nomination:
 - (1) the CSEP to which the Nomination relates;
 - (2) the Nominated Quantity (in kWh); and
 - (3) whether the CSEP Exit Nomination is Interruptible (unless all CSEP Exit Nominations at the specified CSEP are Interruptible pursuant to this Code).
- (v) where the Nomination is a Sub-Sea I/C Offtake Nomination:

- (1) the Sub-Sea I/C Offtake; and
- (2) the Nominated Quantity (in kWh).

~~(vi) where the Nomination is a VExitP Nomination:~~

- ~~(1) the day in respect of which the VExitP Nomination is made; and~~
- ~~(2) the Nominated Quantity in (kWh)~~

Part 3

Renomination

- (i) the information required to be submitted for Nominations in accordance with Sections 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;
- (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 [1.810](#);
- (iv) the Renominated Quantity (in kWh); and
- (v) the applicable Shipper ID 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 submitting the IBP Buy;
- (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 submitting the Matching IBP Sell Nomination;
- (iv) the identity of the Shipper making the IBP Sell Nomination; and
- ~~(v) details of the Shipper's Active Entry Capacity (where required).~~

Part 6

VIP Injection Nominations

- (i) the Day in respect of which the VIP Injection Nomination is being made;
- (ii) the Nominated Quantity (in kWh); and
- (iii) the identity of the Shipper making the VIP Injection Nomination.

Part 7

VIP Withdrawal Nominations

- (i) the Day in respect of which the VIP Withdrawal Nomination is being made;
- (ii) the Nominated Quantity (in kWh); and
- (iii) the identity of the Shipper making the VIP Withdrawal Nomination.

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Document 2 ID	file://C:\Users\norma\Desktop\ (2) PART D (Nominations Allocations) (Version 40) 22_7_2015_2006528_1.doc
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Deleted cell	
Moved cell	
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