



Gas  
Networks  
Ireland

# Code Modification Forum

**Wednesday, 24 March 2021**  
**(via Zoom)**

# Agenda

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1. Review of minutes from last meeting
2. Review of open actions
3. GNI Update re Impact of Covid 19
4. Update on Maintenance
5. Gas Quality – Ongoing Matters
6. Code Modification Proposal A087 –New Framework for Suppliers in PPM Market
7. Code Modification Proposal A096- Data Sharing
8. Code Modification Proposal A101- Extension of Daily Exit Capacity Booking Window
9. Code Modification Proposal A104- Amendment to Code of Operations to transfer Capacity Overrun Charge revenue to allowed revenues and removing the maximum annual caps on overrun charges
10. GNI Code Modification Proposal A104-A – Amendment to Code of Operations to transfer Scheduling Charge revenues to allowed revenues
11. Status of Code Modification Proposals
12. Gas and Electricity Interaction – Presentation by EAI/MAREI
13. Brexit briefing update
14. AOB – ongoing CMF development / Next Meeting

# 1. Review of minutes from last meeting

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- Minutes of CMF meeting of 27 January 2021 were issued on 18 March 2021.

## 2. Review of open actions

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ID	Action	Responsibility	Status	Priority
C572	Transporter to monitor on ongoing basis the adequacy of the initial 25% tolerance for RNG Entry Points	Transporter	Open	Medium
C575	Transporter to furnish required data to CRU in connection with tariff review in connection with tariff review in relation to SPC Settings for CNG Offtakes	Transporter	Open	High

# 3. GNI Update

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- IMPACT OF COVID 19

## 4. 2020/2021 Maintenance Days

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Maintenance Programme Gas Year 2020/21			
Date	Duration	Entry Points	Commentary
<del>19<sup>th</sup> May</del> 7 <sup>th</sup> July 2021	1	Bellanaboy	Station testing, valve check and validations at Cappagh South.
<del>8<sup>th</sup> Sep</del> 8 <sup>th</sup> July 2021	1	Bellanaboy	ESD testing at the Corrib Terminal (will be coordinated with the annual Corrib planned maintenance).



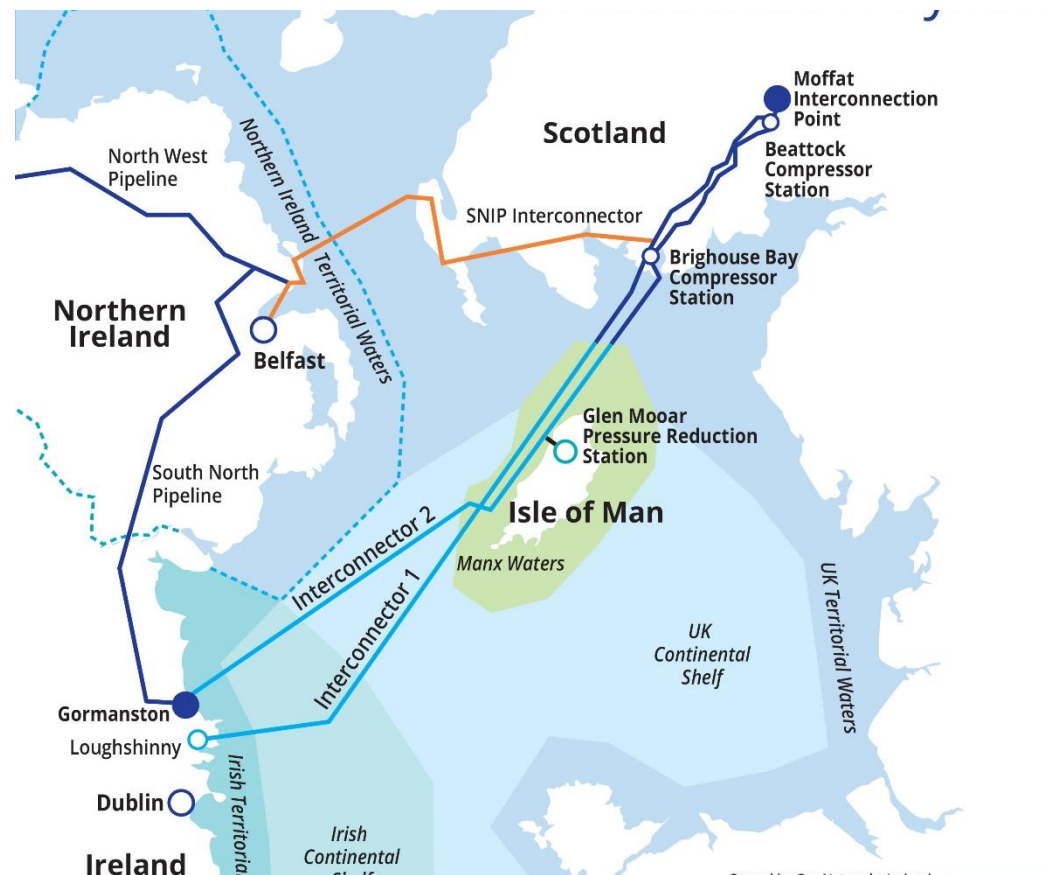
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# Beattock Station Upgrades Project Update 2021

**24<sup>th</sup> March 2021**

# Introduction

- Beattock Station Upgrades Objectives;
- Management of the challenges;
- Challenges to delivery of the project;
- Assistance.

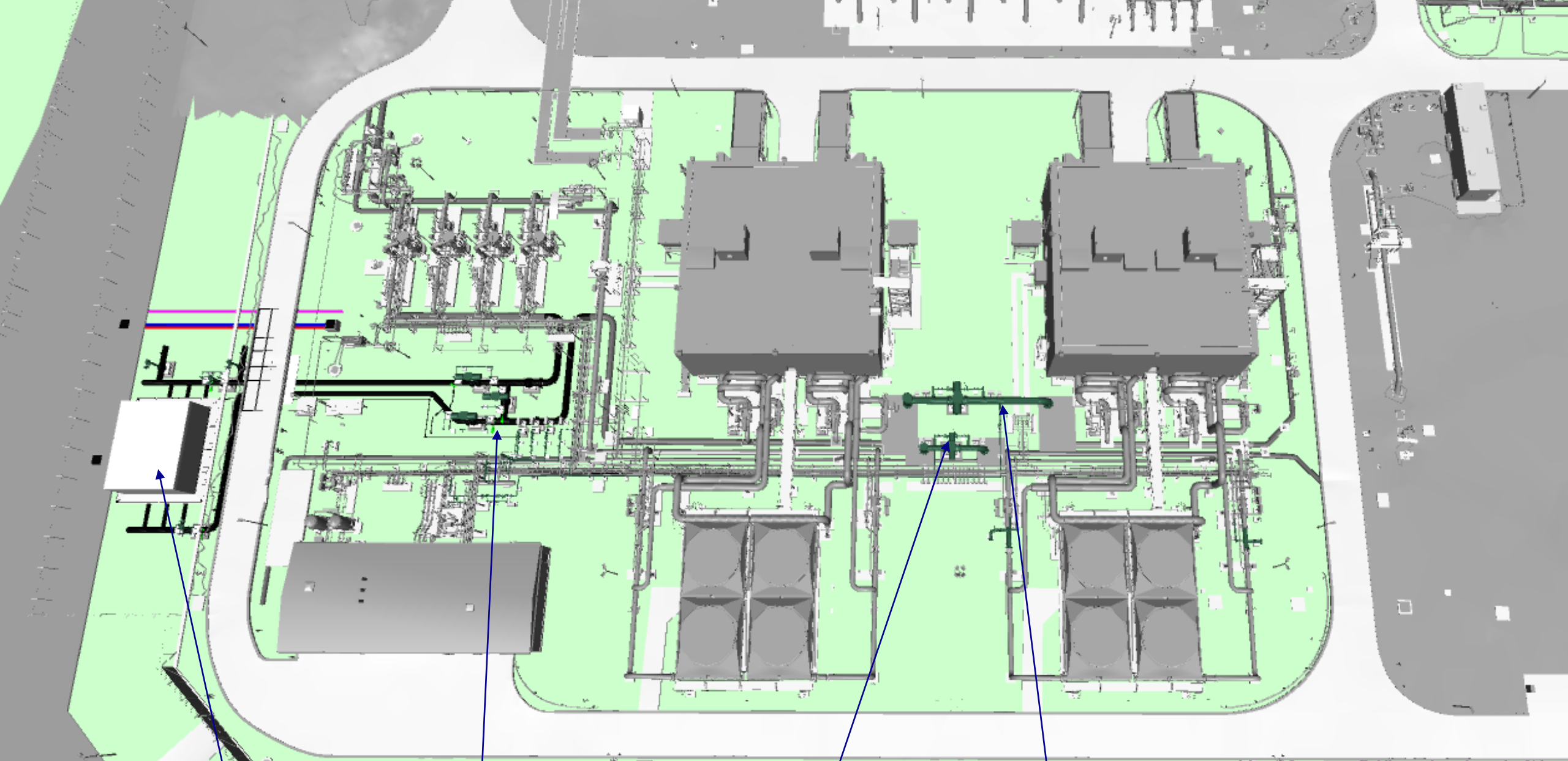




# Beattock Station Upgrade Project

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- Background: Security of Supply (EU Regulation 994) Risk Assessment study on single points of failure to GNI(UK) Ltd and GNI Network identified the Suction and Discharge Headers at Beattock Compressor Station;
- Purpose:
  - Ability to split the station if an integrity issue arises or for maintenance that could require / benefit from its use;
  - On completion will have ability to control inlet pressure:
    - existing Beattock design is not optimal for the current and forecasted operating conditions, entry flows and pressures from the UK national grid, at the Moffat Entry Point. Project will reduce impact of fluctuations of inlet pressures, and Differential Pressure across the station;
    - modifications to the station's Volume Control System will allow operation of the compressors at an optimum level, considering the inlet/outlet pressures and required flow rates. Provides consistency for operation of units, stabilises inlet profile, less heating then cooling in short periods due to reduced frequency of stop-starts on the compressor trains.
- Status: Principal Contractor mobilising at present.



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Suction Throttling and  
pipework to control inlet  
pressure

Discharge Header  
Valve

Suction Header  
Valve

# Project Controls Include

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- Temporary Bypass being installed to provide ability to compress gas during phases when Station would (without it) have had to be off line;
- Multiple Hazard Identification and Constructability Studies completed;
- Minimising works as much as possible needing completion during periods of Station outages;
- Minimising number of Station outages;
- Planning outages for weekends to minimise impact on supply and endeavouring to utilise availability of two Bank Holiday's with potential reduced demand days;
- Engagement with other Entry Points on planning of works;
- Communications with stakeholders.

# Beattock Station Upgrade Project (cont.)

- 1. Non Routine Operations
- 2. Constraints
- 3. Outages

- Non Routine Operations:
  - Reduced operating capacity at the Station due to limited access to compressor units;
  - Currently four compressor units / trains available;
  - Usually one in use in normal operation;
  - Availability will be in pairs between May to beginning July.
- Constraints May to beginning July:
  - On Temporary Bypass flows limited to 650kcms per hour (connected to Units A & B);
  - From Moffat 1050kcms (when flowing through Unit C&D).
- Station Outages 1<sup>st</sup> May to 4<sup>th</sup> July:
  - 4 planned outages of varying time lengths;
  - Ability to flow ahead limited if on temporary bypass;
  - Ability to catch up constrained on either operating mode.

# Assistance:

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- Communications in advance of May;
- By completing works on weekends we are attempting to create capacity that elements of works that cannot be achieved on a Saturday can be deferred to the Sunday (or a Bank Holiday Monday (2 available during period)) if demand based on early nominations a potential issue;
- During certain periods looking for:
  - Nominations as early and realistic as possible on the day. This assists with knowledge of available time for Grid Control and Operations on site;
  - Planning of communications if there is an issue during an outage – if during an outage there is a failure of a component or a leak path which may need immediate repair but outcome may be unable to make up gap in nominations for gas day.

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# Questions?

## 5a. Gas Quality – EU/UK Changes

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- NSAI Technical Committee 11 on European Gas Quality will present to the CMF at the June Meeting on the ongoing proposal changes and the work of the committee

## 5b.Qas Quality –Renewable Gas

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- GNI is considering lowering the minimum CV requirement and increasing the maximum allowed for oxygen for biomethane entry points on the Transmission Network
- Current Code of Operations requirements are:
  - CV 39.9 -42.3 MJ/m<sup>3</sup>
  - Oxygen <0.2% (1% for biomethane entry points on the Distribution Network)
- GNI requested Industry to work with OEMs to assess possible impacts
  - Feedback received from some parties
  - GNI has held bilateral meetings with a number of Shippers
- Analysis continues by GNI and its consultant in potential for blending of RNG and NG at the point
- Questions/comments to [Yvette.jones@gasnetworks.ie](mailto:Yvette.jones@gasnetworks.ie)



## 6. Code Mod A087- New Framework for Suppliers in PPM Market (for mention)

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- Legal text under review by CRU

## 7. AO96 Data Sharing Agreement (for mention)

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- Legal text under review by CRU
- GNI to clarify outstanding issues.

## 8. A101 Amendment to Code of Operations to facilitate the extension of the Daily Capacity Booking Window ( for mention)

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- Under review by CRU

# 9.Code Modification Proposal A104

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- **Proposal to amend Code of Operations to transfer Capacity Overrun Charge revenues to allowed revenues and removing the maximum annual caps on overrun charges**
- Move the monies associated with Capacity overruns from a Disbursements Account into GNI Transportation Revenues Account
- GNI will not earn any additional revenues under the Revenue Cap
- The incentive to book sufficient capacity does not change
- Monies will be returned to shippers via lower future tariffs
- Monthly billing will be greatly simplified as each shipper holding capacity is issued a monthly credit related to overruns.
- If an overrun is subsequently refunded/cancelled the Disbursements Account has to be resettled .

# Code Modification Proposal A104 (cont.)

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- **Remove the maximum annual cap on overrun charges ( Part C –Section 11.3.6(c))**
- This cap is a carryover from the tariff regime that existed before short term capacity charges were introduced in 2007
- The cap has never been reached, nor has any shipper come close to the cap
- The IT systemisation is very complex and must be tested each time there is a change that affects the billing of Capacity Charges
- GNI believes that the cap is redundant and should be removed.

# 10.Code Modification Proposal A104A (to issue)

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- **Proposal to amend Code of Operations to transfer Scheduling Charge revenues to allowed revenues**
- Move the monies associated with Scheduling Charges from a Disbursements Account into GNI Transportation Revenues Account
- GNI will not earn any additional revenues under the Revenue
- Monies will be returned to shippers via lower future tariffs
- Monthly billing will be greatly simplified .

## 11. Status of Code Modification Proposals

Number	Title of Proposal	Proposer	Status
A087	New Framework for Suppliers in PPM Market	GNI	Live/ Implementation process review
A096	Data Sharing Agreement	GNI	Live/Under review
A099	CNG Supply Point Capacity Setting	GNI	In abeyance
A101	Extension of Daily Exit Capacity Booking Window	ESB	Live/Under review
A104	Transfer Capacity Overrun Charge revenue to allowed revenues/ removing maximum annual caps on overrun charges	GNI	Live/Under review
A104(a)	Transfer Scheduling Charge revenues to allowed revenues	GNI	To issue



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# BREXIT

## Update to the Code Mod Forum

*March 2021*



# Future GNI (UK) ENTSOG Membership

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- Highly likely that GNI (UK), as a UK TSO, will not be able to retain ENTSOG membership.
- The European Commission (EC) has written to ENTSOG & BEIS outlining that ENTSOG is to progress a MOU with the UK TSOs to govern the future relationship between both parties.
- EC letter to ENTSOG states that *“the framework for cooperation shall not involve, or confer a status comparable to, membership of ENTSO-G by UK TSOs. While this means the UK TSOs cannot have formal affiliation with ENTSO-G or an associated right to participate in the internal procedures and meetings of ENTSO-G, the UK could be invited on an ad-hoc basis for meetings or discussions which are necessary for the effective implementation of the Agreement”*.
- GNI is engaging with ENTSOG on progressing the MOU.
- ENTSOG will also engage with UK TSOs, including GNI(UK), in separate meetings. The MOU must be approved by both BEIS and the EC.

# TEN-E Infrastructure Funding Review

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- GNI held number of meetings with MEPs, DECC and the Energy Attaché regarding the review of the TEN-E Regulation.
- Meetings have highlighted GNI concerns with the current drafting, specifically the **cross-border criteria** and the implications for security of supply. These are issues for Ireland post Brexit.
- GNI has consulted with ENTSOG to draft proposed legal text for the revised TEN-E. The proposal is to create an entirely separate “Irish Article” within the Regulation, explaining the situation Ireland is in and creating necessary cross-border criteria exceptions for Ireland on this basis.
- This proposal has been circulated to CRU and DECC. Next steps include ENTSOG Board approval to progress this proposal.



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# Gas and Electricity Interaction

*March 2021*



ELECTRICITY  
ASSOCIATION  
OF IRELAND

# Code Mod Forum 24<sup>th</sup> March 2020

A decarbonised future powered by electricity



ELECTRICITY  
ASSOCIATION  
OF IRELAND

## INTRODUCTION TO EAI

- EAI is the authoritative voice of the electricity industry and gas retail sector in Ireland.
- EAI's vision is for a cost-effective transition to a decarbonised electricity sector by 2050.
- EAI is supportive of efficient and competitive electricity and gas markets that support customer preference and sustainable investment in the sector.
- Our membership comprises utilities that represent 90% of generation and retail business activities and 100% of distribution within the market.
- EAI represents some of the largest gas shippers and users on the island of Ireland and wish to use the Gas-to-Power slot at this forum to raise member concerns going forward.

A decarbonised future powered by electricity





ELECTRICITY  
ASSOCIATION  
OF IRELAND

# EAI MEMBERS

## EAI FULL MEMBERS

EP UK Investments



**BORD NA MÓNA**  
Naturally Driven

**Brookfield**  
Renewable

**electric**  
Ireland

**enērgia**



## EAI ASSOCIATE MEMBERS

ARTHUR COX

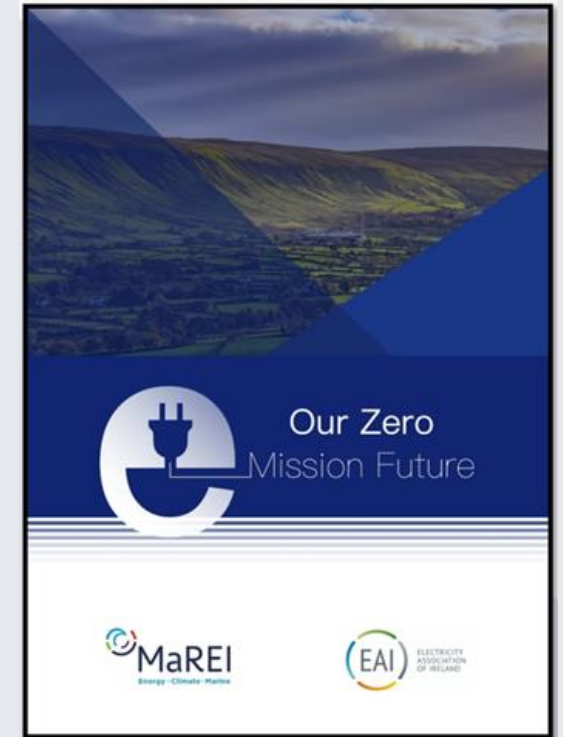


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## OUR ZERO E-MISSION FUTURE REPORT

- Report authored by Paul Deane and Laura Mehigan (UCC MaREI) looks at the configuration of the future All-Island power system based on achieving the renewable energy target of 70% for electricity consumption by 2030.
- The system will be 40% larger in capacity and will emit half of the carbon emissions of today.
- Wind energy will be the main driver of decarbonization, the reliable delivery of electricity requires conventional generation to play a necessary role providing energy, system services and flexibility.
- Gas capacity in 2030 will be similar to levels seen today, although plants will operate 20% less with a 25% of these hours at minimum generation and more start-ups for CCGTs and 50% of these hours at minimum generation for OCGTs
- Paul Deane has kindly offered to present the report in more detail.



## KEY ASKS FROM OUR ZERO E-MISSION FUTURE REPORT

- A co-ordinated and collaborative All-Island effort across industry/Government/Regulators is needed to complete short term CBAs and make early policy decisions to stimulate required investments.
- Clear signals to industry are needed to support other innovative and competitive solutions to reduce constraint and curtailment.
- Need transparency regarding the nature and timelines for developing the grid from RAs and TSOs.
- Both Ireland and Northern need revenue controls frameworks to support required regulated investments and to provide investment certainty for merchant investment.
- Significant dispatchable generation (with lower running hours) required in 2030 for system security.
- Need market structures that support flexible dispatchable generation as dispatch patterns change.
- Now it the time to consider the makeup of these dispatchable generation and its transition to a low carbon, secure dispatchable generation volume.



# 14.AOB

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- Ongoing development of Code Modification Forum
- Publication of Code Mod Forum related materials
- GNI Training for Shippers/Suppliers

# Code Modification Forum Meetings in 2021

Next Meeting



CMF Dates 2021	Location
27 <sup>th</sup> January 2021 (Wednesday)	Zoom Meeting
24 <sup>th</sup> March 2021 (Wednesday)	Zoom Meeting
16 <sup>th</sup> June 2021 (Wednesday)	Zoom Meeting
18 <sup>th</sup> August 2021 (Wednesday)	Dublin
20 <sup>st</sup> October 2021 (Wednesday)	Dublin
15 <sup>th</sup> December 2021 (Wednesday)	Dublin



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Thank you for your participation