

Implementation of the CAM network code at Bacton

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Agenda

- Introductions Lisa Martin
- Background, objectives and possible solutions David McCrone
- Presentation on amending the overrun regime Nick Wye
- Breakout groups to discuss proposals and possible alternatives All
- Feedback and general discussion All
- Conclusions and next steps Lisa Martin

Purpose of the workshop

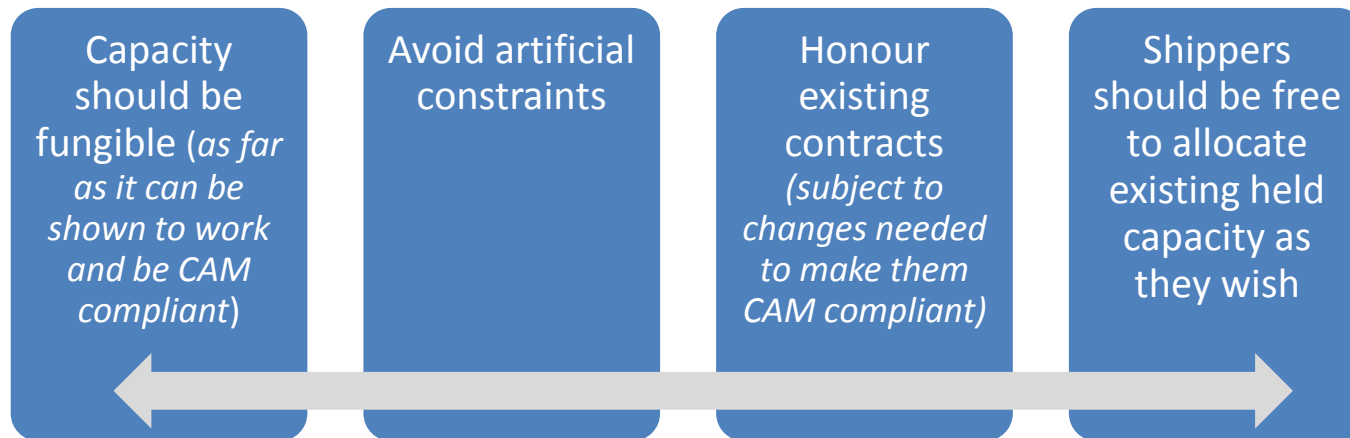
- The Capacity Allocation Mechanism (CAM) Network Code must be implemented by 1 November 2015
- We stated in our open letter (October 2013) that we consider Bacton entry capacity needs to be split as a result of CAM
- Shippers have expressed concern about the impact of splitting Bacton on the flexibility they currently have

We have three objectives for this afternoon:

- **To understand what shippers want in respect of flexibility at Bacton**
- **To give industry the opportunity to develop potential solutions that are CAM compliant**
- **To identify whether there are potential solutions that can be taken forward by industry**

Shipper objectives

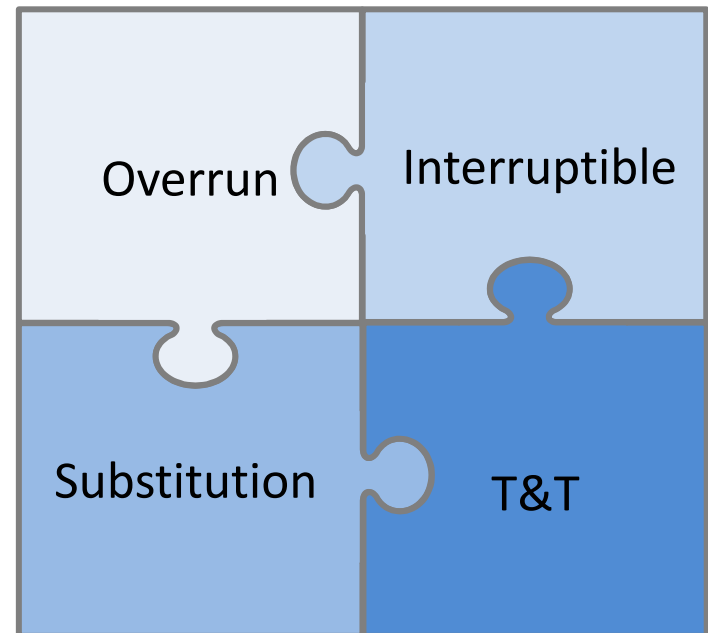
- Our open letter asked how to maximise flexible use of entry capacity at Bacton following implementation of CAM
- Shippers indicated they had a number of objectives



Question: What do these mean in practice? Have we accurately captured what shippers want? Are shippers looking for anything else in terms of flexibility at Bacton?

How might we get there?

- Responses suggested a number of possible options
 - Amending the existing overrun regime
 - Day ahead interruptible capacity
 - Substitution methodology made applicable to new ASEPs
 - Transfer and trade
- Any solution developed by industry must be compliant with the CAM Network Code



Question: What are the views on these options? Are there any more? Can these be made to work with CAM?

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