

# Long Term Development Statement 2014

October 2014

Network Capacity



**SGN**

Your gas. Our network.

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This document is intended be read in conjunction with the SGN Demand Forecasting Document 2014.

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## Foreword



Paul Denniff – Network Director

This 2014 Long Term Development Statement (LTDS) is the tenth produced by SGN in accordance with Standard Licence Condition 25 and Standard Special Condition D3 of our Gas Transporter Licences. This requires that the LTDS, published annually, shall provide a ten-year forecast of transportation system usage and likely system developments that can be used by companies who are contemplating connecting to our networks or entering into transportation arrangements in order to identify and evaluate opportunities for doing so.

We have again chosen to present the information in two documents, which can be read in conjunction. The first document is the LTDS, but without the tables and graphs representing the actual year on year predicted load growth of annual and daily demands. This data is presented in a separate Demand Forecasting Document (DFD). The LTDS contains essential information on the planned major reinforcement projects and associated investment, significant completed projects and other developments within our networks in Scotland and southern England.

This document also explains the processes that are now in place between the Networks and National Grid, as the operator of the national transmission system (NTS), to exchange long-term planning information to facilitate the efficient and economic development of the overall transportation network.

I hope you will find both our 2014 LTDS and DFD informative, and if you have any enquiries please contact me at [network.capacity@sgn.co.uk](mailto:network.capacity@sgn.co.uk), [paul.denniff@sgn.co.uk](mailto:paul.denniff@sgn.co.uk) or 01293 818 365.

Paul Denniff  
Network Director  
SGN

# 1 Executive Summary

This document provides our view of the long-term development of our gas transportation systems in terms of future demand and the considerations for investment in these networks.

## 1.1 Context

This is our tenth Long Term Development Statement (LTDS). It provides an overview of the ten-year forecast of annual and peak day demands used by the networks.

The Uniform Network Code Offtake Arrangements Document (UNC-OAD) sets out the framework for exchanging the necessary information to assist transporters to generate long term demand forecasts. The publication of this LTDS forms part of this process.

Development of our transportation networks is primarily demand driven. The overall UK supply position and security of supply assessment is covered in detail by National Grid's Ten-Year statement for the National Transmission System and in its annual publication UK Future Energy Scenarios document.

The data and assumptions used to develop the 2014 demand forecasts were collated and compiled in the first half of 2014, and with the scale of the recession caused by the global economic crisis and the recovery to date having already had an impact on the overall demand levels. The timescales for the development of the Demand Forecasting Document are included in Chapter 2.2.

## 1.2 Demand Outlook

There has been a material reduction in the 2014 demand forecasts when compared to the 2013 forecast. This is due to the impact of the economic recession and changes in gas consumption by end users as a result of future energy efficiency improvements.

There has been some recovery in the economy during 2014<sup>1</sup> with some growth in specific areas. The primary drivers for changes in demand will be gas prices, levels of household growth, specific Government development initiatives and special events such as the 2012 Olympics and 2014 Commonwealth Games which can have a noticeable effect. There is uncertainty over the predicted strength and speed of economic recovery which will need to be closely monitored as this will impact on future demand forecasts. In addition, the introduction of government targets for renewable energy, policies to decarbonise the energy economy, growing low-carbon economy and smart metering are expected to result in an overall loss of demand later in the forecast period. More specific figures relating to this are contained in the companion DFD but these are summarised in the table below.

| Changes in overall forecast demand in period 2014-2024 |        |          |          |
|--|--------|----------|----------|
|  | SGN    | Scotland | Southern |
| <b>Annual Demand</b>                                   | -5.55% | -5.17%   | -5.76%   |
| <b>Peak Day Demand</b>                                 | -5.81% | -2.97%   | -6.99%   |

**Table 1; Forecast changes in demand**

## 1.3 Investment Implications

We invest in our gas transportation infrastructure to provide sufficient system capacity and diurnal storage to meet the forecast levels of 1 in 20 peak day demand as required by our Licence. We have been very successful in meeting this licence obligation. Investment in significant projects during the current period will be less than previous years due to slower growth in demand.

This document highlights significant projects that are currently forecast during the next ten years and these are covered in Chapter 5. It should be noted that these projects do not represent the total capacity related investment in our networks, but are major projects that are likely to exceed a

<sup>1</sup> <http://www.britishchambers.org.uk/press-office/press-releases/bcc's-q3-qes-results-show-economy-remains-stagnant.html>

threshold of £1,000,000 on the Local Transmission System (LTS), or £500,000 on the below 7Barg system.

## 2 Background

### 2.1 Overview

SGN is one of the UK's leading gas distribution companies, operating over 74,000 km of gas mains and services in Scotland and the south of England. We have a responsibility to deliver gas safely, reliably and efficiently to our 5.8 million customers. It's your gas, but it's our network.

Our promises to our customers shape who we are. They ensure we employ the highest safety standards, strive for the best levels of service and put customers at the centre of everything we do. We also know we are expected to do our work in a way that causes minimum impact on our environment.

We deliver gas to domestic, commercial and industrial customers across the UK. We have 1.8 million customers throughout Scotland from Inverness in the north to Dumfries in the south. We also operate across the south and south-east of England from Dorset to Dover and as far north as Milton Keynes and have 4 million customers.

### 2.2 Overview of the Demand Forecasting Process

The production of the LTDS and DFD is only one part of our annual planning cycle.

The key input to the planning process is the demand forecasts, using data procured from recognised industry sources and by National Grid Transmission's consultation process – Future Energy Scenarios (previously called Transporting Britain's Energy). These demand forecasts are used to analyse the performance of our Local Transmission Systems (>7Barg) to predict flows, pressures and our offtake capacity and storage requirements. From this data, appropriate investment decisions can be made.

The Uniform Network Code (UNC) provides for consultation between the distribution networks and National Grid Gas UK Transmission (NGG UKT) in the demand forecasting process within the gas year which is outlined below:

- November – NGG UKT provides specification
- February – DN provides pre-forecast information to NGG UKT
- Parties meet to discuss pre-forecast information
- March – DN provide forecast information to NGG UKT
- April – Parties meet to discuss forecast information
- First week May – NGG UKT provides final forecast information
- First week July – NGG UKT provide calorific value (CV) data
- October – We publish our LTDS and DFD.

## 3 Demand

### 3.1 Overview

UK primary energy consumption has reflected the economic levels of growth and contraction of the UK economy over the last few years<sup>2</sup>. However, there have been significant changes in the energy mix. The gas share of primary energy demand has grown significantly over this period, mainly at the expense of coal, due to the rapid growth of gas-fired power generation. The economic recession that commenced in 2007-08, the ongoing eurozone crisis and Britain's economic situation have affected overall consumption of energy. The use of gas fired power stations reduced from 2012 onwards due to the high price of gas as a fuel. This has led to an increase in the use of coal and low carbon forms of generation.

The demand changes in response to price fluctuations which took place in 2007 and 2011 have highlighted how sensitive gas consumers are to fuel price and general economic conditions. The effects of climate change and customers' increasing awareness of their environmental impact may also alter annual growth.

However, it is predicted that climate change will continue to produce extreme weather patterns as seen in the last few years, and the behavioural changes may take several years before they have a significant or stabilised impact on the Peak Day demand.

Commercial and industrial demand drivers include the Climate Change Levy (CCL), Carbon Reduction Commitment (CRC), generation of electricity through renewable sources, combined heat and power capacity and the EU emissions trading scheme. Domestic energy efficiency and affordable warmth programmes contribute to a reduction in energy growth within the domestic sector, and this will be the case in future years as various Government schemes are introduced that are aimed at reducing carbon emissions.

The eradication of fuel poverty remains one of the UK Government's objectives. As a socially responsible and sustainable energy company we recognise that rising energy prices across the country increases the number of households in fuel

poverty. We have a commitment to deliver on our **Assisted Connection Scheme** (ACS) to provide 20,000 connections to fuel poor customers during the course of the current eight-year Price Control Period (RIIO GD1). We will continue to actively engage with local authorities, housing associations, social and private landlords, independent gas transporters and district heating providers to seek measures that will enable our company to reach vulnerable and fuel poor customers to ensure that they have access to efficient and affordable energy sources.

### 3.2 Forecast Assumptions

#### 3.2.1 Planning Assumptions

The process employed to develop the annual gas demand forecasts is based upon a combination of different techniques, including econometric modelling, monitoring of information from the enquiries for new loads and analysis of the consumption history of existing large demands and the main load bands. Detailed analysis of specific sectors of the market, such as households, small/medium and large industrial and commercial customers, are also carried out.

Each forecast is developed from a set of planning assumptions which, if necessary, can be developed to create alternative scenarios. In the case of gas demand, these assumptions have considered economic and fuel price factors, environmental legislation and government energy policy, and take account of those elements where there is a clear driver of gas demand behaviour.

Some of the data used to support the forecasts is obtained from publically available data sources (e.g. national and local government statistics and forecasts). We have developed our own forecasts (e.g. energy prices), in conjunction with our service provider. The planning assumptions are subject to review and update in the period between each forecast.

The current retail gas price is forecast to rise in 2014 and is likely to continue to rise for the period of the plan. This reflects the current increases in forward prices for gas in the near term. It is assumed that the expected UK supply capacity surplus that is forecast to be sustained over the period of this LTDS will keep price increases close to the level of inflation. However, gas shippers and suppliers may not be able sustain this and prices

<sup>2</sup> Digest of UK Energy Stats (DUKES) 25 July 2014.

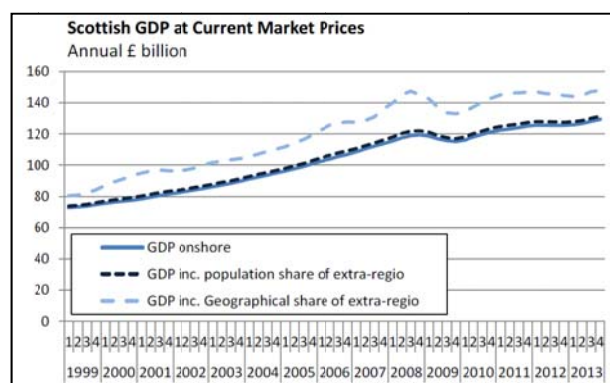


may escalate due to external factors such as Government measures. This is important as domestic gas price increases have had a major impact on actual annual consumption.

### 3.2.2 Economic Outlook and Market Drivers

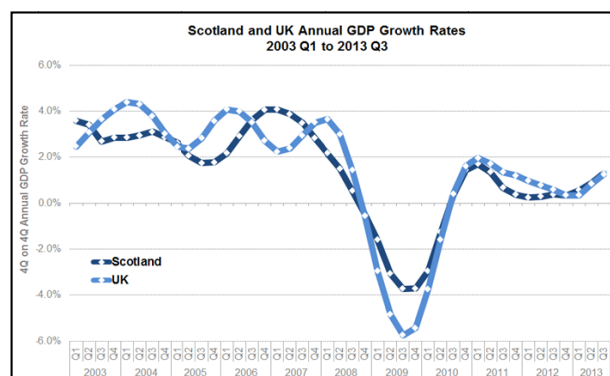
#### 3.2.3 Scotland

Scotland LDZ possesses a strong commercial and services sector base, accounting for around 77% of the Scottish economy, just below the UK figure of 81%. Financial and business services growth underpinned by the presence in Edinburgh and Glasgow of many leading financial institutions is the third largest in GVA terms in the UK behind London and the South East. The economic downturn did have a negative effect as banks consolidated offices and functions. The Scottish Government are keen to emphasise the impact that their economy has on UK GDP as illustrated by the significant contribution that Scotland makes to the extra-regional elements of UK GDP.



**Figure 1 Scottish GDP**

In the last four years Scottish GDP has lagged slightly below UK GDP but it can be seen from the graph below there are signs that this gap is narrowing over time and in fact is almost the same as the UK from the end of 2013.



**Figure 2 Lag between UK and Scottish GDP**

The Scottish manufacturing base is also strong delivering 13% of Scotland's GVA, higher than the UK figure of 11%. The sector has however performed well showing a reasonable increase in 2013 compared to a small decline in 2012 in line with the rest of the UK. Scottish international exports grew a little in 2013, after a decline in 2012 in line with the figures that relate to exports to the rest of the UK. There is good diversity, with the top five exporting industries in 2011 being food and beverages at 18%, chemicals (including refined petroleum products) at 15%, computer, electronic, optical manufacture at 6%, financial and insurance 6% and the mechanical engineering sector at 6%. In addition, the importance of the whisky industry should not be understated as an employer outside of the central belt between Glasgow and Edinburgh.

An important point to note is that there is heavy reliance on exports to the EU (46% in 2011) which could be affected by any sustained impacts of the ongoing economic problems in the eurozone.

The latest population projections are based on the estimate of Scotland's population at 30 June 2012<sup>3</sup>. These projections, based on existing trends and making no allowance for the future impact of government policies and other factors, show the total population of Scotland rising from 5.31 million in 2012 to 5.78 million in 2037. Longer term projections show the population continuing to rise.

Heavy reliance on public services (23% of employment in 2013, down from 24% in 2012) may also be problematic as the UK Government continues to cut its spending plans in order to meet borrowing targets and reduce the budget deficit. Employment levels across the whole of Scotland have risen in the first quarter of 2014 to 73.5% the highest of all UK countries. However there have been significant drops in the public sector with a 6.2% drop in employees during 2013. This does mean that there is some steady growth in sectors outside the public sector which is counteracting the losses in the public sector, but will still leave the Scottish Economy heavily reliant on public services in the near future. Scottish Parliament reports have highlighted that the Scottish economy is probably over reliant on a small number of overseas markets and would be

<sup>3</sup> Last updated 9 January 2014

well advised to exploit opportunities in other emerging markets.

In the medium term the Scottish economy will have development opportunities in renewable technology with the Scottish Parliament targeting a potential 16,000 to 70,000 new job opportunities in these emerging areas of employment<sup>4</sup>. The UK Government states that 11,500 jobs have been created already in this sector in Scotland. Studies estimate that this figure could rise to 28,000 by 2020.

### 3.2.4 South East

In South East LDZ, the strong representation in financial and business services and transport and communications, the best-performing sectors of the national economy, are further encouraged by favourable demographics. This should be boosted by the steady economic recovery following the downturn but the trickle of recent banking industry scandals is a real threat to that industry. This will be especially significant should confidence in London as a banking stronghold be adversely affected by the various enquiries into the banking sector and changes in regulation.

The pattern of growth and development remains unbalanced, with economic hot and cold spots in the region. Manufacturing is still a significant element of the South East economy at 9%, but there was some decline in 2011, and remains the lowest manufacturing base outside London. The impact of the level of economic recovery on this sector could still be significant assuming there is to be continued recovery, but the prospect of a general election in 2015 will be crucial to the country's economic outcome. The sector of the economy that has generally weathered the economic downturn the best appears to be the wholesale and retail sector (13% of South East GVA), which was only marginally affected by the recession, and in 2011 showed further growth on top of that in 2010. It is unclear how sustainable this position will be, especially if the UK, EU and global economies continue to be adversely affected by the prevailing economic uncertainty or slowdown in some countries. The impact of a possible referendum on UK membership of the EU

has unknown consequences for either an in or out conclusion.

Strong expansion of tourism, both internal and international provides opportunities for the South East region, given London's attraction as a tourist centre and the ongoing positive impact from the Olympics in 2012. The specific impact of the Olympics on the UK has been assessed by the Department for Culture, Media & Sport. They have concluded in their initial assessment that in general UK terms there have been the following economic benefits.

- By 2020 the economic impact is estimated to be between £28 billion and £41 billion in Gross Value Added (GVA) and 618,000 to 893,000 years of additional employment
- So far £9.9 billion in international trade and inward investment has been won because of the Games and Games-time promotional activity – with more being announced
- 70,000 jobs for workless Londoners
- £120 million of contracts already won by UK companies from the Brazil 2014 World Cup and Rio 2016 Olympic and Paralympic Games
- More than 60 contracts won by UK companies for the Sochi 2014 Winter Olympics and Russia 2018 World Cup
- 1% increase in international visitor numbers to the UK and 4% increase in visitor spend – in 2014, tourist spend is expected to exceed £19 billion.

Specific figures for the South East are not included but it is clear that the South East LDZ will see the impact of some of these economic benefits.

There are some opportunities in the agriculture industry with efforts to encourage supermarkets to source high value fruit and vegetables in the UK. Of particular note for gas demand forecasting is a number of companies, primarily brickworks, which supply the construction sector that are operating differently to minimise costs. With the construction sector now showing some slight recovery (growth in 2010 and 2011) the demand for bricks will increase with some companies having shut down for long periods now restarting, but tending to use shorter term manufacturing periods.

The Government continues to forecast that housing development will grow in the South East.

<sup>4</sup>  
[www.scotland.gov.uk/Publications/2011/09/13091128/](http://www.scotland.gov.uk/Publications/2011/09/13091128/)  
5

There are signs of growth with the Greenwich Peninsula developments, which are part of the Thames Gateway regeneration project. In addition, a potential 15,000 homes have been announced for the Garden City development in Ebbsfleet, Kent

### 3.2.5 South

In South LDZ, the rail, sea and airport links provide a favourable environment for investment opportunities and employment growth. This combined with a reasonably broad mix of commerce, industry, housing and tourism should create the ideal opportunity for sustained economic growth. The south coast and rural areas of South LDZ continue to attract visitors boosting the local economies at a time when there has been some turndown in other areas. The latest figures regarding urban car sales show a rise of 1.2% in 2013. The South LDZ based plant which has to date been the major manufacturing site for this model, may see some downturn in the short term. However the parent company have stated that they will be investing £750 million across the UK sites between 2012 and 2015.

Further changes by the Ministry of Defence will have some effect on the local economies in the vicinity of current naval and MOD facilities of which there are several in the South LDZ. This may take the form of job cuts caused by closure or possibly employment opportunities due to the upgrading of living quarters. The impact of the cuts in public sector employment is not clear at this stage, but it is anticipated that it will have an impact on the South LDZ economy. Further job losses for London-based public sector employees will have a knock on effect within South LDZ where people living in the Thames valley are within commuting distance of London.

Although the region has many pockets of thriving economic growth there are some threats to certain areas as a result of changes in other parts of the country. An example of this is that cruise ships are now allowed to stay in port at Liverpool docks, which has seen at least three cruise lines docking some liners at Liverpool, which will reduce the numbers that use Southampton for this purpose. Many high-tech industries could still face the threat from Silicon Valley in the US as it continues to pull itself out of recession, and the growing economies of India and China. Other factors that may constrain growth are the fact that there are

many pockets within the area that are protected from development; witness the lack of onshore wind farms in the area. In addition the road infrastructure has already reached its capacity limits, particularly the M4.

As in the South East LDZ, Government forecasts housing development growth, which will be boosted by the fact that money raised from the Right to Buy scheme for council houses will be used to build replacement houses. It is not clear how this will impact the number of new homes given that the substantial discounts being offered to potential buyers will reduce the revenue. Also constraints on development and infrastructure could further dilute the growth in new housing.

## 3.3 Forecast Demands Overview

This section provides an overview of our latest annual and peak gas demand forecasts through to 2022/23. A more detailed view can be found in the Demand Forecasting Document which is the companion document to this LTDS and provides details of the forecasts for both annual and peak demand on a year-by-year and LDZ basis. These forecasts have been developed around the Uniform Network Code load band categories and relate only to gas that is transported through our systems.

## 3.4 Forecast Comparisons

The latest network annual demand forecasts are lower over the period of the plan than last year's.

The lower forecasts are partly the result of higher gas price forecasts, slower economic recovery and the shutdown of some large customers. We believe there will be a very modest decline in demands throughout the forthcoming forecast period.

Increases in household energy efficiency will also have an effect on the annual gas demand during the forecast period. Typical measures taken out by households include double glazing, loft insulation, cavity wall insulation and boiler replacements. These are administered by the UK Government's domestic energy efficiency schemes, the Green Deal and the Energy Company Obligation (ECO). The forecast rise in fuel prices will affect all markets along with national and local Government initiatives. Also of importance is the effect of UK and EU renewable energy targets. The UK Government has committed to producing 12% of

heat from renewable sources as part of its overall 15% renewable energy target for 2020. This target is part of an EU package which also sets targets to reduce greenhouse gas emissions by 20%, and increase energy efficiency by 20% by 2020, relative to 1990 levels. The UK will also be working towards its own 2020 target of reducing carbon emissions by 34%. These initiatives could have an impact on both non-domestic and domestic demand as gas is used more efficiently and have a positive impact as new types of business are created to cope with emerging industrial opportunities. This could have a substantial impact on consumption year-to-year but may not materialise in the near or possibly even mid-term future.

### 3.5 Demand Sensitivities

Demand sensitivities have been examined to identify where there may be a disproportionate impact on demand and the need for network investment. This is generally due to the magnitude of the load, but in some cases it may also be due to other factors such as location of the load within the network or atypical patterns of consumption. An example of such sensitivity may be the potential for the construction of gas-fired power generation.

Should a project of this kind proceed, there would likely be a need for significant investment in the networks. This could take the form of reinforcement pipelines or PRI rebuild projects.

### 3.6 Impact of Climate Change

The Uniform Network Code requires us to review and, if necessary, revise weather variables used for demand estimation purposes, at least every five years. There was a review undertaken and the last weather variables were implemented in October 2010.

These forecasts have been historically based on the revised seasonal normal basis that was implemented in Gemini for use within demand attribution. The revision looked at historic weather and demand to assess the optimum length of time to be used as the basis for assessing 'average' weather conditions. Following a period of industry review, this new process from the Hadley Centre, part of the Met Office, is now in use. The process, known as EP2, was adopted by transporters and shippers for use within the industry in 2010.

## 4 Supply

### 4.1 Overview

Developments of our transportation networks are primarily demand driven. National Grid cover the overall UK supply position and security of supply assessment in detail for the NTS within its ten year statement and in its publication *Transporting Britain's Energy 2014; Future Energy Dynamics*.

The vast majority of the gas entering the LDZs flows through offtakes from the NTS. There are currently five other locations where gas flows directly into the LDZs and these are detailed below in section 4.2. These facilities are governed by Network Entry Agreements and the amount of gas flowing into the network is currently increasing as viable alternatives to conventional gas are explored. Currently, there are no third party-owned storage installations connected to our Networks.

Until recent years, the source of gas supplies has predominantly been from the UK Continental Shelf (UKCS); however this has changed as the gas available from the UKCS diminishes. The last few years have seen a higher level of gas imports from Europe and Norway and while the dependency on these sources is expected to increase, there is also an increase in Liquefied Natural Gas (LNG) importation to meet the nation's requirement, notably at Isle of Grain in Kent and Milford Haven in Wales. The global demand for gas, due in part to emerging countries such as India and China, will ensure there is unlikely to be a reduction in the price of gas to the UK consumer. The impact of the shale gas industry in the USA will be negligible as few export facilities currently exist and the impact will more likely be felt by the spread of technology potentially allowing other countries to begin large scale production. However, it should be noted that by its nature, as the main source of gas that can be sold to any market in the world, LNG is likely to remain susceptible to periods of short term price volatility.

Diurnal storage is currently provided by Local Transmission System (LTS) linepack, high-pressure vessels, and storage taken from the NTS.

## 4.2 Gas Supply Facilities

### 4.2.1 Offtakes

As mentioned previously the vast majority of the gas entering the LDZs flows through 30 offtake sites from the NTS. These sites are where gas is metered and treated as it enters our networks. In addition the pressure is reduced in line with our requirements/

### 4.2.2 Isle of Grain Import Terminal (South East LDZ)

The Isle of Grain was formerly a LNG storage facility but has now been developed as an import terminal. The first shipment of imported LNG was unloaded in July 2005. Since then National Grid LNG has steadily expanded the facilities and a new road tanker loading facility is expected to be completed in 2015.

The Isle of Grain facility has two network entry points, one into the South-East LDZ LTS and the other into the South-East LDZ <7Barg system.

### 4.2.3 Wytch Farm (South LDZ)

The onshore oil and gas field at Wytch Farm in Dorset has been supplying gas into the Local Transmission System as a by product of oil extraction for over twenty years. While gas is still being supplied in small quantities, these are much lower than the original flow-rates due to the field depleting. In early 2012 the site was sold to a new owner who may alter the use of this field, which could result in a change in flows into the network.

### 4.2.4 Biomethane

Biogas (a renewable source of gas) can currently be produced from a number of sources, the prevalent one being anaerobic digestion and, once cleaned and upgraded into biomethane, it can be injected into the gas network.

To date we have completed biomethane injection points at Didcot and Poundbury. Didcot was the first pilot demonstration project and was followed by the first commercially scaled project at Poundbury in Dorset. This was the first major connection of a farming project to our network and has the potential to supply in the region of 3,000 homes. Partly as a result of the above successes, we have a number of projects underway with producers.



In addition to the above we have actively engaged with stakeholders to promote biomethane injection. This has led to the introduction of industry standards for biomethane injection.<sup>5</sup>

Please see Chapter 8; Connections to our Network for more information about entry connections.

#### **4.2.5 Alternative Supply or Injection Methods.**

We will also work with other producers of landfill gas, coal bed methane, shale gas and synthetic gas. Please contact us at [bio.methane@sgn.co.uk](mailto:bio.methane@sgn.co.uk)

### **4.3 Storage Facilities**

SGN currently does not have any third party storage facilities or enquiries for sites which could be connected to the LTS.

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<sup>5</sup> IGEM/TD/16 Biomethane Injection

## 5 Investment in the Networks

### 5.1 Overview

We operate and maintain our LTS and distribution systems, which include connecting new customers and undertaking investment to ensure a safe and reliable gas supply to our customers.

### 5.2 LTS Development Plan

The LTS is designed for transmission and storage on the basis of ensuring there is sufficient capacity to meet the one in 20 peak day demand, based on demand forecasts. Major LTS projects to provide additional capacity (greater than £1,000,000) that have been approved to date or may have an impact in the forthcoming period are shown in the following tables.

#### 5.2.1 2014 Approved Projects Greater than £1,000,000

##### Approved Projects

| Project  | Build year | Scope                      |
|----------|------------|----------------------------|
| Foudland | 2016       | 4.9km x 300mm LTS pipeline |
| Moray    | 2016       | 1.1km x 300mm LTS pipeline |

**Table 2; Planned major projects in Scotland**

The Foudland project is required to allow a number of customers whose interruptible contracts will expire in 2016. The Moray project is required to supply identified general load growth in the North of Scotland.

#### 5.2.2 Projects under Consideration for the Ten-Year Period.

##### Projects under Consideration

| Project             | Build year | Scope                      |
|---------------------|------------|----------------------------|
| Pathhead            | 2020       | 6.3km x 300mm LTS pipeline |
| Logierait (Phase 2) | 2020       | 3.8km x 300mm LTS pipeline |

**Table 3; Future projects in Scotland**

### 5.3 Below 7Barg Distribution System

The distribution systems are designed and reinforced to meet a peak six-minute demand level, which is the maximum demand level (averaged over a six-minute period) that can be experienced in a network under cold winter conditions. We will continue to invest for reinforcement and new connections consistent with the growth in peak day demand forecast in this document. Detailed below are a number of proposed and approved projects to ensure we deliver these conditions.

#### 5.3.1 Projects over £500,000

##### 5.3.2 <7Barg approved projects

| Project      | Build year | Scope            |
|--------------|------------|------------------|
| Dover - Deal | 2015       | 3.2km x 630mm PE |

**Table 4; Approved <7 Barg projects in South**

##### 5.3.3 <7Bar projects under consideration in Southern England

| Project          | Build year | Scope               |
|------------------|------------|---------------------|
| Bicester MP      | 2015/16    | 1.85km x 355mm PE   |
| Wavenden MP      | 2015/16    | 2.3km x 315mm PE    |
| London IP        | 2017/18    | 0.5km x 24" ST      |
| Milton Keynes IP | 2017/18    | 6.4km of 315mm HDPE |
| Cliffsend PRI    | 2017/18    | PRI Re-build        |
| Bexhill-on-Sea   | 2021/22    | 2km x 250mm PE      |

**Table 5; Future <7 Barg projects in Southern**

##### 5.3.4 <7Bar projects under consideration in Scotland

| Project                      | Build year | Scope            |
|------------------------------|------------|------------------|
| Culduthel Rd, Inverness Ph 1 | 2016/17    | 1.8km x 355mm PE |
| Glasgow                      | 2016/17    | 1.5km x 500mm PE |

| Project                     | Build year | Scope            |
|-----------------------------|------------|------------------|
| MP                          |            |                  |
| Balgray TRS Outlet          | 2017/18    | 1.8km x 450mm PE |
| West Mains Rd, Edinburgh MP | 2019/20    | 1km x 500mm PE   |

**Table 6; Future <7 Barg projects in Scotland**



## 6 Sustainable Networks and Greening the Gas

### 6.1 Background

The UK has set a legally binding target to obtain 15% of its energy consumption from renewable sources by 2020 and the target for 2050 is to reduce greenhouse gas emissions by at least 80%, relative to 1990 levels. Biomethane is regarded as a scalable form of renewable and low-carbon heat and can help the Government towards meeting its energy goals.

Aiding the delivery of biomethane into the gas distribution network is central to our long-term strategy of 'greening the gas'. We believe the gas

networks are a key asset and will perform a vital role in a low-carbon and sustainable energy system. We have been leading the way with regards to green gas and were the first gas company in the UK to inject biomethane on a pilot demonstration basis into a network at Didcot. In addition, we were the leading partner in the UK's first commercially operating plant at Poundbury in Dorset. We currently have a number of ongoing projects underway to increase the volume of green gas injected into our networks.

We believe there is significant potential benefit from the development of alternative sources of gas for example from biomethane, coal bed methane, synthetic gas and shale gas into our networks.

## 7 Regulatory and Commercial Developments

### 7.1 Gas Distribution Price Control (RIIO-GD1)

As a gas distribution company, our activities and revenues are subject to economic regulation by Ofgem. Periodic reviews, known as Price Control Reviews (PCR), are conducted by Ofgem. In April 2013, we entered a new PCR period known as RIIO-GD1. This will run until March 2021. RIIO encapsulates the direct link between the network company charges and the level and quality of the Outputs provided to its customers:

$$\text{Revenue} = \text{Incentives} + \text{Innovation} + \text{Outputs}$$

More information on the RIIO-GD1 price control can be found on Ofgem's website at –

[www.ofgem.gov.uk/gas/distribution-networks/network-price-controls](http://www.ofgem.gov.uk/gas/distribution-networks/network-price-controls)

### 7.2 UNC Developments

There have been a number of UNC modifications, or mods, and some key ones are detailed below.

Mod 390; this allows an annual review of hourly capacity values with large users through the Shipper community. This process ensures that the end user hourly capacity values, used by us for

network capacity management, are as accurate as possible and not over or understated. By achieving accurate values we not only protect the safety of the network and security of supply but also maximise the amount of capacity available for use. We have just completed the third annual review of this process.

Mod 420; this modification allows requests from new connection users in areas where their required capacity amounts are not immediately available. This modification implemented an application process whereby customers wishing to connect to our network can apply to do so, on an interruptible basis until their full capacity is available.

Mod 458; we are also currently progressing a change to enable customers seasonal capacity bookings. This has recently received Ofgem approval and is in the process of being implemented. The process will allow customers to apply for summer capacity only. This has been put in place to enable summer usage of gas for seasonal businesses and will potentially enable more new gas connections in areas of limited capacity and maximise the capacity usage on the network during the off-peak summer season. It will retain the security of the network during the peak winter months.

## 8 Scotland LDZ Schematic

IMAGE REDACTED - PLEASE REFER TO  
<https://www.linesearchbeforeudig.co.uk>  
FOR ANY PLANT LOCATION INFORMATION

## 9 South East LDZ Schematic

IMAGE REDACTED - PLEASE REFER TO  
<https://www.linesearchbeforeudig.co.uk>  
FOR ANY PLANT LOCATION INFORMATION

## 10 South LDZ Schematic

IMAGE REDACTED - PLEASE REFER TO  
<https://www.linesearchbeforeudig.co.uk>  
FOR ANY PLANT LOCATION INFORMATION

## 11 Glossary

### Annual Quantity (AQ)

The AQ of a supply point is its annual consumption over a 365 or 366-day year, under conditions of average weather.

### Bar

The unit of pressure that is approximately equal to atmospheric pressure (0.987 standard atmospheres). Where bar is suffixed with the letter g, such as in barg or mbarg, the pressure being referred to is gauge pressure, i.e. relative to atmospheric pressure. One-millibar (mbarg) equals 0.001 bar.

### Biomethane

Biogas that has been cleaned in order to meet GSR requirements.

### Calorific Value (CV)

The ratio of energy to volume measured in Mega joules per cubic meter (MJ/m<sup>3</sup>), which for a gas is measured and expressed under standard conditions of temperature and pressure.

### Climate Change Levy (CCL)

Government tax on the use of energy within industry, commerce and the public sector in order to encourage energy efficient schemes and use of renewable energy sources. CCL is part of the UK Government's Climate Change Programme (CCP).

### Connected System Exit Point (CSEP)

A connection to a more complex facility than a single supply point. For example a connection to a pipeline system operated by another Gas Transporter.

### Cubic Metre (m<sup>3</sup>)

The unit of volume, expressed under standard conditions of temperature and pressure, approximately equal to 35.37 cubic feet. One

million cubic metres (mcm) are equal to 10<sup>6</sup> cubic metres, one billion cubic metres (bcm) equals 10<sup>9</sup> cubic metres.

### Daily Metered Supply Point

A supply point fitted with equipment, for example a data-logger, which enables meter readings to be taken on a daily basis. These are further classified as SDMC, DMA, DMC or VLDMC according to annual consumption. Of these the most relevant is VLDMC which is defined further on.

### Distribution Network (DN)

An administrative unit responsible for the operation and maintenance of the local transmission system (LTS) and <7barg distribution network's within a defined geographical boundary, supported by a National Emergency Services organisation.

### Distribution System

A network of mains operating at three pressure tiers: intermediate (7 to 2barg), medium (2barg to 75mbarg) and low (less than 75mbarg).

### Diurnal Storage

Gas stored for the purpose of meeting within day variations in demand. Gas can be stored in special installations, such as gasholders, or in the form of linepack within transmission, i.e. >7barg pipeline systems.

### DECC

Department of Energy and Climate Change

### Embedded Entry Points

Entry point which is not an offtake from NTS. Can be a biomethane or other unconventional source of gas.

### Exit Zone

A geographical area within an LDZ, that consists of a group of supply points, that on a peak day, receive gas from the same NTS Offtake.

### Formula Year

A twelve-month period commencing 1 April predominantly used for regulatory and financial purposes.

### Future Energy Scenarios (FES)

National Grid's annual industry-wide consultation process encompassing the Ten Year Statement, targeted questionnaires, individual company and industry meetings, feedback on responses and investment scenarios. Previously called Transporting Britain's Energy.

### Gas Transporter (GT)

Formerly Public Gas Transporter (PGT). GTs such as SGN, are licensed by the Gas and Electricity Markets Authority to transport gas to consumers.

### Gasholder

A vessel used to store gas for the purposes of providing diurnal storage.

### Gas Supply Year

A twelve-month period commencing 1 October also referred to as a Gas Year.

### Gemini

A computer system which supports Uniform Network Code operations, including energy balancing.

### Interconnector

This is a pipeline transporting gas from or to another country.

### Interruptible Supply Point

A supply point that offers lower transportation

charges where SGN can interrupt the flow of gas to the supply point and that is prepared to be interrupted if the Transporter needs it to.

### Kilowatt hour (kWh)

A unit of energy used by the gas industry. Approximately equal to 0.0341 therms. One Megawatt hour (MWh) equals  $10^3$  kWh, one Gigawatt hour (GWh) equals  $10^6$  kWh and one Terawatt hour (TWh) equals  $10^9$  kWh.

### Linepack

The usable volume of compressed gas within the National or Local Transmission System at any time.

### Liquefied Natural Gas (LNG)

Gas stored in liquid form. Can be firm or constrained (CLNG). Shippers who book a constrained service agree to allow us to use some of their gas to balance the system.

### Load Duration Curve (Average)

The average load duration curve is that curve which, in a long series of winters, with connected load held at the levels appropriate to the year in question, the average volume of demand above any given threshold, is represented by the area under the curve and above the threshold.

### Local Distribution Zone (LDZ)

A geographic area supplied by one or more NTS offtakes. Consists of High Pressure (>7 barg) and lower pressure distribution system pipelines.

### Local Transmission System (LTS)

A pipeline system operating at >7barg, that transports gas from NTS offtakes to distribution systems. Some large users may take their gas direct from the LTS.

### National Balancing Point (NBP)

An imaginary point on the UK gas supply system through which all gas passes for accounting and

balancing purposes

### **National Transmission System (NTS)**

A high-pressure system consisting of terminals, compressor stations, pipeline systems and offtakes. Designed to operate at pressures up to 85barg. NTS pipelines transport gas from terminals to NTS offtakes.

### **National Transmission System Offtake**

An installation defining the boundary between NTS and LTS or a very large consumer. The offtake installation includes equipment for metering, pressure regulation, etc.

### **Non-Daily Metered (NDM)**

A meter that is read monthly or at longer intervals. For the purposes of daily balancing, the consumption is apportioned using an agreed formula, and for supply points consuming more than 73.2MWh pa reconciled individually when the meter is read.

### **Odourisation**

The process by which the distinctive odour is added to gas supplies to make it easier to detect leaks. Odourisation is provided at all Network Entry points.

### **Office of Gas and Electricity Markets (Ofgem)**

The regulatory agency responsible for regulating the UK's gas and electricity markets.

### **Offtake**

An installation defining the boundary between NTS and LTS or a very large consumer. The offtake installation includes equipment for metering, pressure regulation, etc.

### **ONS**

Office for National Statistics.

### **Operating Margins**

Gas used to maintain system pressures under certain circumstances, including periods immediately after a supply loss or demand forecast change, before other measures become effective and in the event of plant failure, such as pipe breaks and compressor trips.

### **OPN**

Offtake Profile Notice. Method of notifying National Grid of the next day or future demand for gas at offtakes.

### **Peak Day Demand (1 in 20 Peak Demand)**

The 1 in 20 peak day demand is the level of demand that, in a long series of winters, with connected load held at the levels appropriate to the winter in question, would be exceeded in one out of 20 winters, with each winter counted only once.

### **Price Control Review**

Ofgem's periodic review of Transporter allowed returns. The current period has been called RIIO and will cover April 2013 to March 2021.

### **PRI**

Pressure Regulating Installation. The replacement term for PRS, district governor and all other local terms (such as STRS or TRS) when IGEM standard TD13 was introduced.

### **PRS**

Pressure Regulating Station. an installation which reduces the supply pressure as gas passes either between different pressure rated tiers of the LTS or from the LTS to the below 7barg network or between different pressure tiers of the <7barg network.

### **Seasonal Normal Temperature (SNT)**

Seasonal Normal Temperature is the average temperature that might be expected on any particular day, based on historical data.



### **Shipper or Network Code Registered User (System User)**

A company with a Shipper Licence that is able to buy gas from a producer, sell it to a supplier and employ a GT to transport gas to consumers.

### **Shrinkage**

Gas that is input to the system but is not delivered to consumers or injected into storage. It is either Own Use Gas or Unaccounted for Gas.

### **Supplier**

A company with a Supplier's Licence contracts with a shipper to buy gas, which is then sold to consumers. A supplier may also be licensed as a shipper.

### **Supply Hourly Quantity (SHQ)**

The maximum hourly consumption at a supply point.

### **Supply Offtake Quantity (SOQ)**

The maximum daily consumption at a supply point.

### **Supply Point**

A group of one or more meters at a site.

### **Therm**

An imperial unit of energy. Largely replaced by the metric equivalent: the kilowatt hour (kWh). 1 therm equals 29.3071 kWh.

### **Unaccounted for Gas (UAG)**

Gas lost during transportation. Includes leakage, theft and losses due to the method of calculating the Calorific Value.

### **Uniform Network Code (UNC)**

The Uniform Network Code covers the arrangements between National Grid, shippers and the DNs following the selling off of four of the Networks.

### **UKCS**

United Kingdom Continental Shelf.

### **UK-Link**

A suite of computer systems that supports Uniform Network Code operations. Includes Supply Point Administration; Invoicing, and the Sites and Meters database.

### **VLDMC**

Very Large Daily Metered Site. A site which uses greater than 50,000,000 therms per annum.

## 12 Links and Contacts

While we endeavour in the LTDS to provide points of contact for all related enquiries you have there is always potential to have omitted the one you, the reader, may have wanted. With this in mind we have listed a few key industry contacts.

[sgn.co.uk/](http://sgn.co.uk/)

Larger versions of the schematics drawings can be found on our website here. You can apply for a new gas connection online through our website and learn more about our Help to Heat scheme. You can also find further information about our planned and emergency works in your area.

[network.capacity@sgn.co.uk](mailto:network.capacity@sgn.co.uk)

Our dedicated email address for any questions regards the Long Term Development Statement.

[bio.methane@sgn.co.uk](mailto:bio.methane@sgn.co.uk)

Contact us at these addresses for any embedded entry point requests. This is also the mailbox for any connection enquiry which may involve currently non conventional methods such as shale gas.

[GT1.GT2@sgn.co.uk](mailto:GT1.GT2@sgn.co.uk)

Mailbox for requests for increased loads at existing sites where meter capacity may be an issue

[plantlocation@sgn.co.uk](mailto:plantlocation@sgn.co.uk)

Safety is our number one priority. Always dial us before you dig to find out the location of our pipework.

[customer@sgn.co.uk](mailto:customer@sgn.co.uk)

Our 24-hour Customer Service team can be reached by email or by calling 0800 912 1700.

You can also find us on Facebook or follow us on Twitter at @SGNgas.

[lets.chat@sgn.co.uk](mailto:lets.chat@sgn.co.uk)

We are always looking to improve the way we do things by listening to your feedback. You can tell us what you think.

Ofgem

[ofgem.gov.uk](http://ofgem.gov.uk)

Office of Gas and Electricity Markets. Regulating authority for gas industry and markets

Joint Office of Gas Transporters

[gasgovernance.co.uk/](http://gasgovernance.co.uk/)

The Joint Office is where the UNC can be found. There are also details of live modifications to the document and the various working bodies relating to the gas industry.

DECC

[decc.gov.uk/](http://decc.gov.uk/)

Department of Energy and Climate Change. Government Department with responsibilities for gas industry with respect to carbon emissions and energy policy.

Xoserve

[xoserve.com/](http://xoserve.com/)

One of several service providers to the Gas Industry.

Smell gas? Contact the National Gas Emergency Service if you have any concerns about gas safety on –

**0800 111 999**