

FIND OUT MORE ABOUT...

The Maintenance Programme

Committed to the safety of people, the integrity of our infrastructure and the protection of the environment, we regularly maintain and inspect our assets.

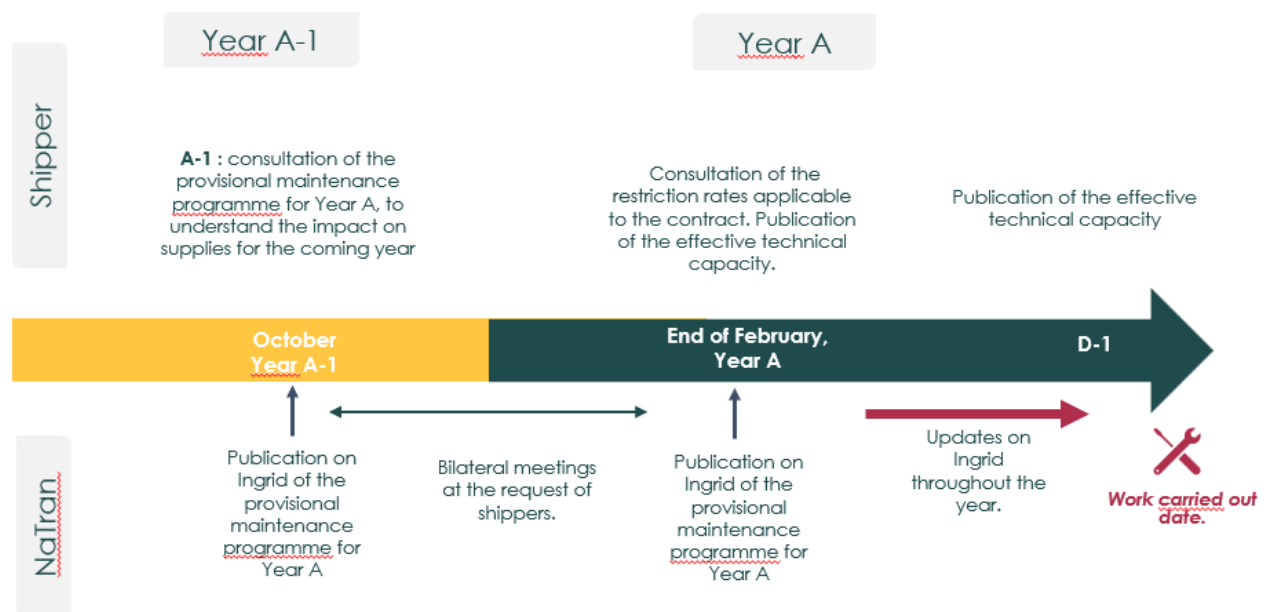
This work may affect the availability of your subscribed capacities or the capacities available for booking. To keep you informed of these constraints, we publish an annual maintenance programme.

This factsheet explains how to read the Maintenance Programme and its associated indicators.

– Publication of the Maintenance Programme

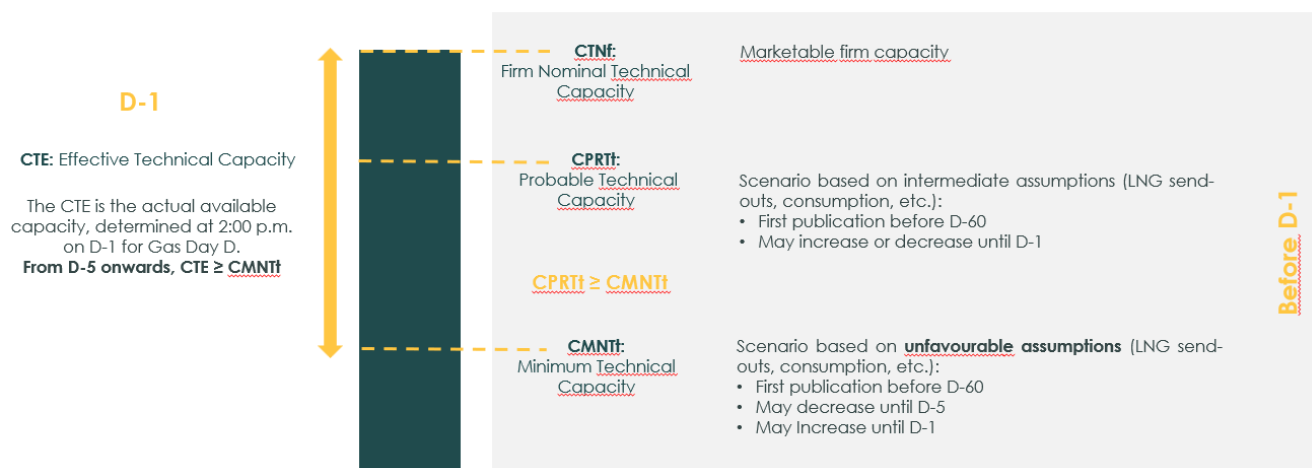
This publication takes place in two stages :

- Late October: publication on Ingrid of the provisional maintenance programme for the following year.
- Late February: publication on Ingrid of the consolidated maintenance programme, followed by updates throughout the year as work progresses.



Available Technical Capacities

Title	Definition	First publication	Possible changes
CTNf	Firm Nominal Technical Capacity. It corresponds to the nominal level of marketable firm capacity associated with a contractual point.	Reference value	Stable
CMNTf	Minimum Technical Capacity available during maintenance work. Most restrictive scenario considered.	At least 60 days in advance (first publication)	May decrease until D-5. May increase until D-1.
CPRTf	Probable Technical Capacity available during maintenance work. Most likely scenario considered.	At least 60 days in advance (first publication)	May be modified until D-1.
CTE	Effective Technical Capacity. Actual capacity available for Gas Day D, communicated on D-1 for the following day.	On D-1 at 2:00 p.m.	Final value for Gas Day D.



These data are defined at the point or superpoint level, without distinction between shippers.

Restrictions rates

The available technical capacities (**CMNTf** and **CPRTf**) are used to determine the **restriction rates applicable to subscribed firm capacities**.

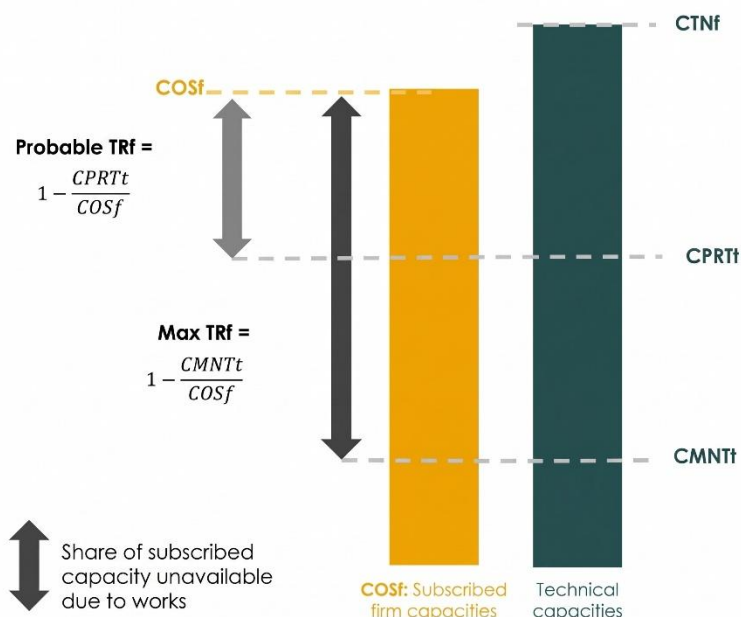
The restriction rates on subscribed firm capacities correspond to the percentage of subscribed capacity that is unavailable due to maintenance work:

- **Maximum** firm restriction rate -> **TRf Max** calculated using **CMNTt**
- **Probable** firm restriction rate -> **TRf Probable** calculated using **CPRTt**
- **Actual** firm restriction rate -> **TRf** calculated using **CTE**

For a given point/flow direction and Gas Day, **the same firm restriction rate applies to all firm capacity subscriptions, regardless of their maturity.**

Specific restriction rates (**TRi**) are also published for interruptible capacities. For points operating under the **CAM framework**, these rates are differentiated by maturity, as interruptible capacities are curtailed according to the following priority order: daily, monthly, quarterly and then yearly (see the "Capacity Products at Interconnection Points (IPs)" factsheet for further information).

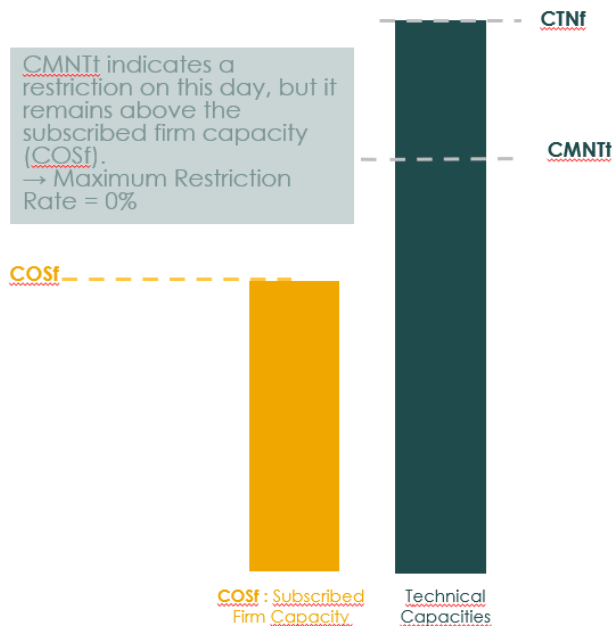
The maintenance programme also includes **Nominal Max TRf** and **Nominal Probable TRf**. These indicators are calculated from **CMNTt** and **CPRTt** and represent the share of **Firm Nominal Technical Capacity (CTNf)** that is unavailable due to maintenance work. They provide a measure of the impact of maintenance activities on the network's marketable capacity, regardless of the level of capacity subscribed by shippers. As such, they correspond to the restriction rates that would be observed if all marketable capacity were fully subscribed.



Note:

A zero restriction rate does not necessarily mean that there are no restrictions related to maintenance work. It simply means that these restrictions do not affect the capacities subscribed by shippers. The publication of a CMNTt or a nominal TRf for a given point, flow direction and gas day indicates the existence of a restriction.





Effective Operational Capacity (COE)

The COE is determined on D-1 at 2:00 p.m. for Gas Day D and corresponds to the capacity actually available to the shipper. It consists of a firm component and, where applicable, interruptible and reverse-flow components, and is calculated based on the firm and interruptible restriction rates (TRf and TRi).

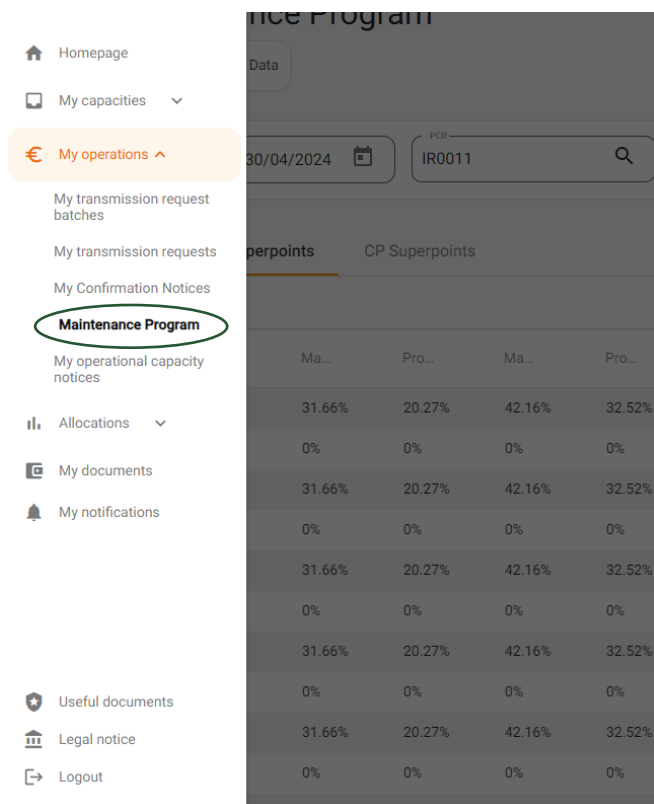
The superpoints

Restrictions may also be published at the superpoint level. Rather than applying a restriction to each point individually, an overall capacity is defined for a group of points (forming the superpoint). The shipper can then allocate its flows across the different points within the superpoint according to its needs, provided that the total available capacity of the superpoint is not exceeded. For more information, please refer to the "Superpoints" fact sheet in the [Transportation Toolkit](#).



– How to Access the Maintenance Programme in ingrid

From the "Maintenance Programme" view, click "**My Operations > Maintenance Programme**" on the left-hand menu:



The maintenance programme search results are displayed for the selected period, point type, point and flow direction.

The values of CTE, TRf and TRi are updated for the last time at 2:00 p.m. on D-1 (except in the event of an early release following the early completion of maintenance work).

■ Search for an individual point

Maintenance Program

Global View My Data

Gas Day: 24/01/2024 - 24/07/2024

CP: IR0010

Value type: ☒ Available ☒ Probable ☒ Max

Data type: ☒ Capacity ☒ Subscription rates ☒ Technical rates

Gasday type: ☒ All days ☐ Only restricted days

CP Except Superpoints CP Superpoints

366 / 366 results

CP	Gas Day	Label	Direction	Nb SP active	TRf	TRi	TRi A	TRi T	TRi M	TRi Q	Max TRf	Probable TRf
IR0010	24/01/2024	OBERGAILBACH	DEL	0%		18.41%	100%	100%	100%	0%	0%	
IR0010	24/01/2024	OBERGAILBACH	REC	0%		0%	0%	0%	0%	0%	0%	
IR0010	25/01/2024	OBERGAILBACH	DEL									
IR0010	25/01/2024	OBERGAILBACH	REC									
IR0010	26/01/2024	OBERGAILBACH	DEL									
IR0010	26/01/2024	OBERGAILBACH	REC									
IR0010	27/01/2024	OBERGAILBACH	DEL									
IR0010	27/01/2024	OBERGAILBACH	REC									
IR0010	28/01/2024	OBERGAILBACH	DEL									
IR0010	28/01/2024	OBERGAILBACH	REC									

■ Search for a superpoint

Maintenance Program

Global View My Data

Gas Day: 24/01/2024 - 24/07/2024

CP: SPE02U

Value type: ☒ Available ☒ Probable ☒ Max

Data type: ☒ Capacity ☒ Subscription rates ☒ Technical rates

Gasday type: ☒ All days ☐ Only restricted days

CP Except Superpoints CP Superpoints

183 / 183 results

CP	Gas Day	Label	Direction	Nb SP active	TRf	TRi	TRi A	TRi T	TRi M	TRi Q	Max
SPE02U	24/01/2024	Limite Est-Ouest 2 Amont	REC	0%		0%	0%	0%	0%	0%	0%
IR0006	24/01/2024	DUNKERQUE	REC	0%		0%	0%	0%	0%	0%	0%
IR0010	24/01/2024	OBERGAILBACH	DEL	0%		18.41%	100%	100%	100%	0%	0%
IR0010	24/01/2024	OBERGAILBACH	REC	0%		0%	0%	0%	0%	0%	0%
IR0011	24/01/2024	OLTINGUE	DEL	0%		0%	0%	0%	0%	0%	0%
IR0011	24/01/2024	OLTINGUE	REC	0%		0%	0%	0%	0%	0%	0%
IR0060	24/01/2024	VIRTUALYS	DEL	0%		99.82%	100%	100%	100%	0%	0%
IR0060	24/01/2024	VIRTUALYS	REC	0%		0%	0%	0%	0%	0%	0%
IT0004	24/01/2024	Dunkerque GNL	REC	0%		0%					0%
PS000NA	24/01/2024	Nord-Ouest	DEL	0%		0%					0%

Maintenance which have an impact on capacities are identifiable by the following criteria :

- CMNTf/CPRTf values are available and lower than COSf,
- and Maximum TRf / Probable TRf values are greater than zero.

Maintenance Program

Global View My Data

Gas Day: 01/04/2024 - 30/04/2024

CP: IR0011

Value type: ☒ Available ☒ Probable ☒ Max

Data type: ☒ Capacity ☒ Subscription rates ☒ Technical rates

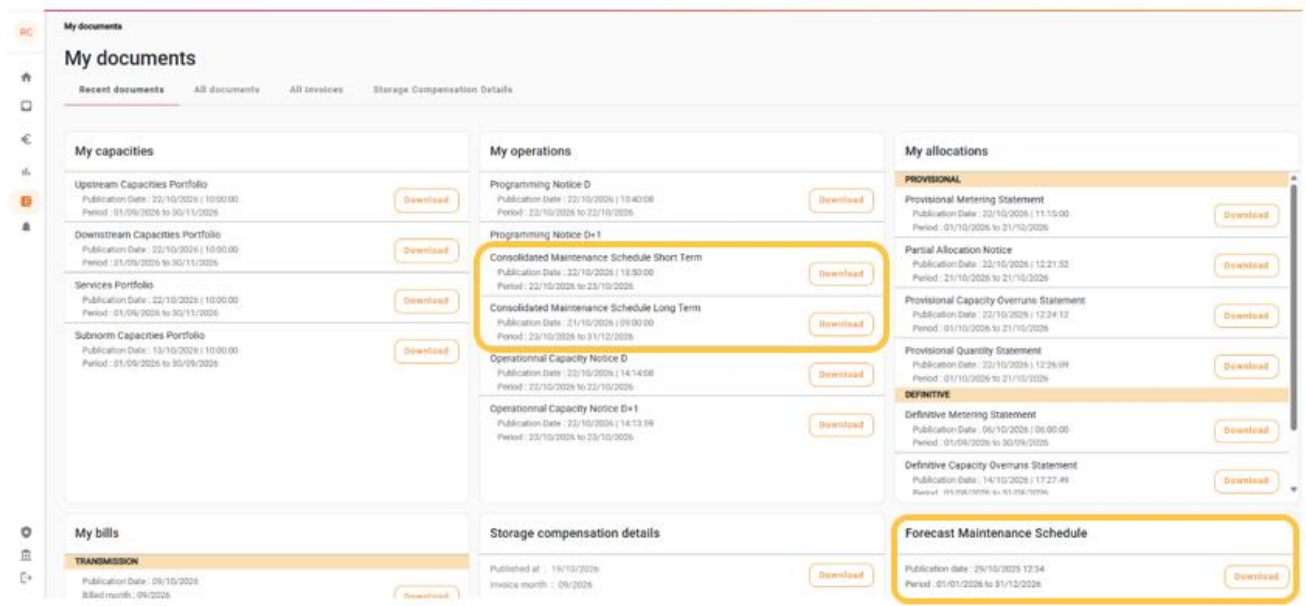
Gasday type: ☒ All days ☐ Only restricted days

CP Except Superpoints CP Superpoints

60 / 60 results

TRi M	TRi Q	Max TRf	Probable TRf	Max Nominal TRf	Probable Nominal TRf	CTE	CTM	CMNTf	CPRTf	CPRTi	COSf
31.66%	20.27%	42.16%	32.52%					130 000 000	175 000 000		219 494 252

To download the consolidated and provisional maintenance programmes, click "**My Operations > Maintenance Programme**" on the left-hand menu :



From this menu, the provisional maintenance programme is available in the bottom-right corner. The consolidated maintenance programme consists of a short-term file (intraday and Gas Day +1) and a long-term file (Gas Day +2 and beyond), which is updated on an ongoing basis. The consolidated maintenance programme can also be downloaded from the "Maintenance Programme" view by clicking "Download the latest ST CMP" or "Download the latest LT CMP" in the top-right corner of the screen.

– Changes in Restrictions: How to Read the Maintenance Programme

Restriction rates applied to subscribed capacities and published in the maintenance programme may change between their initial publication and the day the maintenance work is carried out.

These changes are mainly driven by three factors:

- Changes in capacity bookings
- Differences between the assumptions used to establish the maintenance programme (LNG send-outs and consumption levels) and the actual conditions observed on the day the work is carried out
- The impact of maintenance work becomes progressively more accurate as the scheduled date approaches, leading to refinement in the assessment of restrictions.

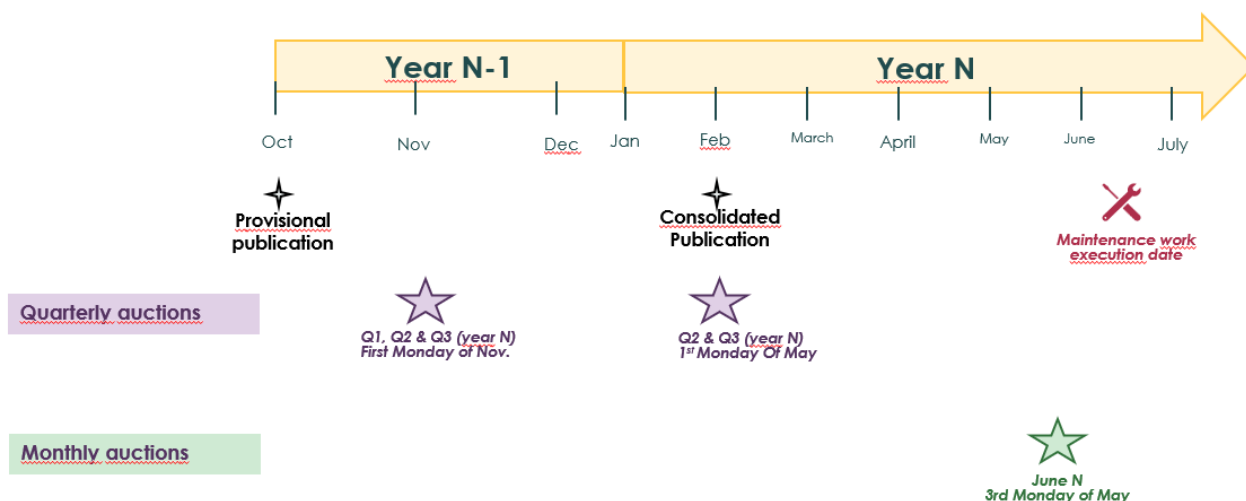
Changes in Capacity Bookings

Restriction rates applied to subscribed capacities are calculated based on both the available capacities (CPRTt, CMNTt and CTE) and the subscribed capacities.

As a result, for a given level of available capacity, an increase in capacity bookings may lead to a higher restriction rate.

Quarterly and **monthly** capacity auctions may therefore change the level of capacity bookings and, consequently, affect restriction rates.

Example: For maintenance work scheduled in June of Year N, the restriction rates first published in October of Year N-1 may change following the quarterly auctions held in November and February, and subsequently the monthly auction held in May.



Maintenance Programme Consumption and LNG Assumptions

The available technical capacities (CMNTt and CPRTt) published in the maintenance programme are calculated based on operating assumptions that may differ from the actual conditions observed on the day the maintenance work is carried out.

Consumption

When the maintenance programme is prepared, consumption assumptions are used to calculate the available capacities and restriction rates:

- CMNTt / Maximum TRf -> based on a conservative consumption assumption
- CPRTt / Probable TRf -> based on a median consumption assumption

On D-1 for Gas Day D, the CTE/TRf is calculated using the consumption forecast for Gas Day D.

Differences between the actual consumption observed on the day of operation and the assumptions used when preparing the maintenance programme may result in differences between the TRf and the Maximum TRf / Probable TRf.

LNG

For certain superpoints, particularly SPEO2D, LNG send-outs from Montoir and Fos may affect capacity availability.

When the maintenance programme is prepared, assumptions regarding LNG send-outs from Montoir and Fos are used to calculate available capacities and restriction rates:

- CMNTt / Maximum TRf -> based on minimum LNG send-out assumptions (worst-case scenario)
- CPRTt / Probable TRf -> based on intermediate LNG send-out assumptions

In addition to the impact of maintenance work, differences between CMNTt and CPRTt may be explained by the LNG assumptions used in the calculation of these two indicators.

On D-1 for Gas Day D, the LNG send-outs actually scheduled for Gas Day D are taken into account when calculating the CTE/TRf.

Differences between the actual LNG send-outs on the day and the LNG assumptions used when preparing the maintenance programme may result in differences between the TRf and the Maximum TRf / Probable TRf.

Impact of Maintenance Work

The impact of maintenance work on network operations is not always known with precision when the maintenance programme is prepared. Available capacity is therefore estimated using a prudent assumption. The impact of maintenance work depends on the nature of the activities and may result from the combination of several simultaneous maintenance operations.

As the maintenance date approaches, the estimated impact of the work may evolve, leading to changes in available capacities and the associated restriction rates.

– Monitoring compliance with the maintenance programme

Each year, NaTran monitors several service quality indicators related to the maintenance programme. These indicators are used to measure

- The impact of maintenance work on subscribed capacities.
- The visibility provided by the maintenance programme by comparing the available technical capacities (CMNTt and CPRTt) published at different stages (October and February publications) with the capacities actually made available (CTE).

These indicators are published annually by point type (interconnection points, storage interface points and terminal interface points) on NaTran's website.

