

## FIND OUT MORE ABOUT...

### The UBI (Use it and Buy It) capacity offer

The UBI (Use-it-and-Buy-It) capacity offer allows shippers to request additional capacity, which can be granted for the day-ahead or during the gas day.

The UBI offer allows to maximise the utilisation of capacity on the main network by attributing shippers operational capacity already subscribed but yet unused by other capacity owners.

The UBI capacity offer is available on :

- the Network Interconnection Points (PIR) :

	Entry	Exit
Dunkirk	x	
Virtualys	x	x
Obergailbach	x	x
Oltingue	x	x

- Dunkirk LNG PITTM entry
- the activated superpoints<sup>1</sup>.

<sup>1</sup> See « Find out more about superpoints » in [the Transmission toolbox](#)



## – UBI capacity reservation in summary

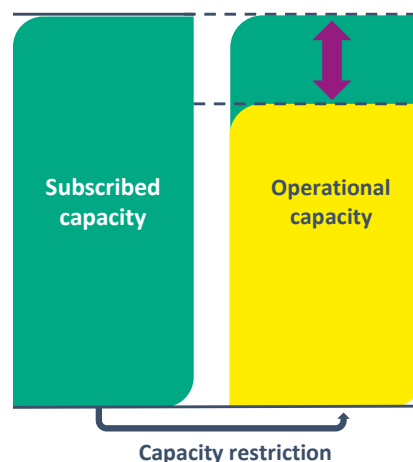
<b>Given level of capacity</b>	Unused capacity of all shippers, on a point or on a superpoint
<b>Opening of the service</b>	When all firm capacities are exhausted Or in the event of maintenance (if the restriction rate > 0%, or if a superpoint is activated) Or, on the Dunkirk PIR, during winter (*). At the earliest from 2:00 pm D-1
<b>Closing of the service</b>	3 am WD. Or during the gas day in case of red alert. <sup>2</sup>
<b>Allocation rules</b>	In the pro-rata, according to the nominations or the scheduling of the previous cycle, with a priority to the first owners of capacities
<b>Price (only for the quantity allocated beyond your subscribed capacities)</b>	1/240 <sup>th</sup> of the price of the yearly firm capacity
<b>Where is it possible to see available UBI?</b>	On Ingrid
<b>How to book?</b>	By nominating above your operational capacity.

(\*) In application of the deliberation of the French Energy Regulatory Commission (CRE) n°2024-181 of October 10th 2024 on managing South-North congestion, the service will be open each year from November 1st until the end of the withdrawal campaign or any other date indicated by the Commission.

## – Definition of the operational capacity

If no restrictions apply, the operational capacity is equal to the subscribed capacity.

If restrictions do apply, a shipper's operational capacity refers to its subscribed capacity to which a possible restriction rate is applied for maintenance reasons or due to the network configuration, i.e. in the case of interruptible capacity.



<sup>2</sup> See « Find out more about vigilance and mechanisms triggering » in [the Transmission toolbox](#).

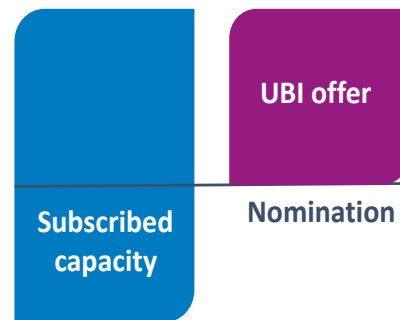


The maintenance service schedule shows capacity restriction forecasts. The latest update for each gas day occurs on the previous day at 3:00pm.

For more information about maintenance service and its operational impact, please refer to the information note entitled "To know more about works" in [the Transmission toolbox](#).

## – UBI capacity offer determination

For each given point or superpoint and at each cycle, NaTran determines the available UBI capacity by determining the difference between the sum of all shippers' operational capacity and the sum of all shippers' nominations.



## – Information about UBI capacity on the ingrid portal

UBI capability information can be found on the ingrid portal in the "My Operations" section > Operational Capacity Notification "**Summary of Operational Capabilities**":

- Level of available UBI capacity per gas day, point and direction
- UBI capacity assigned in day ahead and intraday

This information is updated each cycle.

**Visualize my Operational Capacity Notices**

Gas Day **D** ☐ D+1

Data type ☒ COS ☒ COE ☒ COA/CUD/CUHD

Point status ☒ All points ☐ Only restricted points

29 / 33 results [Download the last results](#)

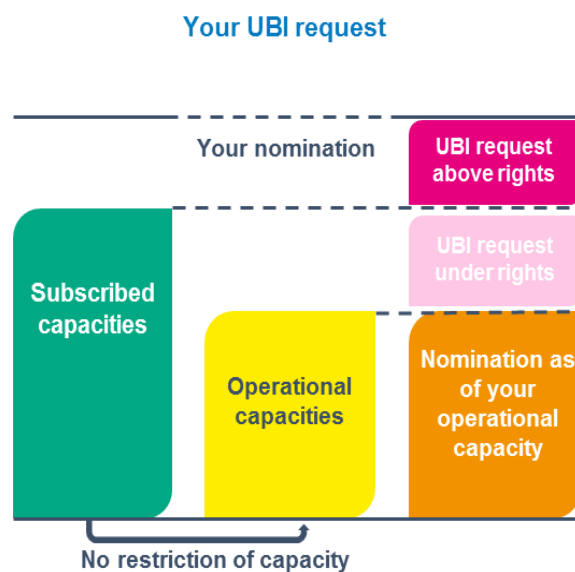
Gas Day	CP	Direction	Transmission request	Remaining UBI offer	CU D	CU HD
14/02/2023		REC	0		0	0
14/02/2023		DEL	-11 999 424	8 359	0	0
14/02/2023		DEL	0		0	0

## – UBI capacity requests

To obtain UBI capacity, the shipper simply sends a nomination request for an amount above its owned capacity as early as the first nomination, i.e. before 2 pm on the previous day for each gas day or at each nomination cycle.

For each cycle, the UBI capacity is determined as follows:

- the difference between the last nomination and the operational capacity if the last nomination request exceeds the operational capacity.



## – UBI capacity allocation

When the sum of UBI capacity requests is inferior to the available UBI capacity, all requests can be covered.

When the sum of UBI capacity requests exceeds the available UBI capacity, requests cannot all be covered. In that case, the available offer is prioritised as follows:

- it is allocated as a priority to meet shippers' UBI capacity requests within their rights (firm + interruptible)
- it is then allocated to meet shippers' UBI capacity requests beyond their rights

When requests exceed the offer, the UBI capacity is allocated **prorating the requests**.

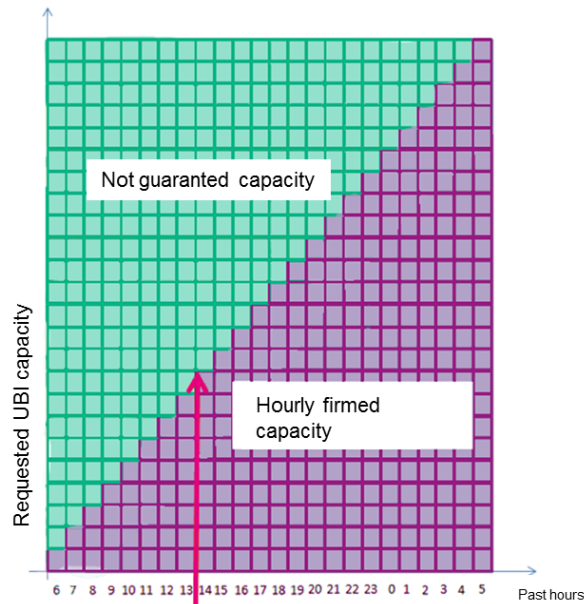
Allocated UBI capacities are not firm, i.e. if the primary owners of capacity re-nominate during the following cycles, this restricts the UBI offer and the UBI capacities allocated are consequently reduced.

However, the UBI offer is allocated as firm capacity on the basis of 1/24th per each hour of the previous day.

In parallel, capacity owners have their operational capacity diminish as a function of firm capacity being allocated.

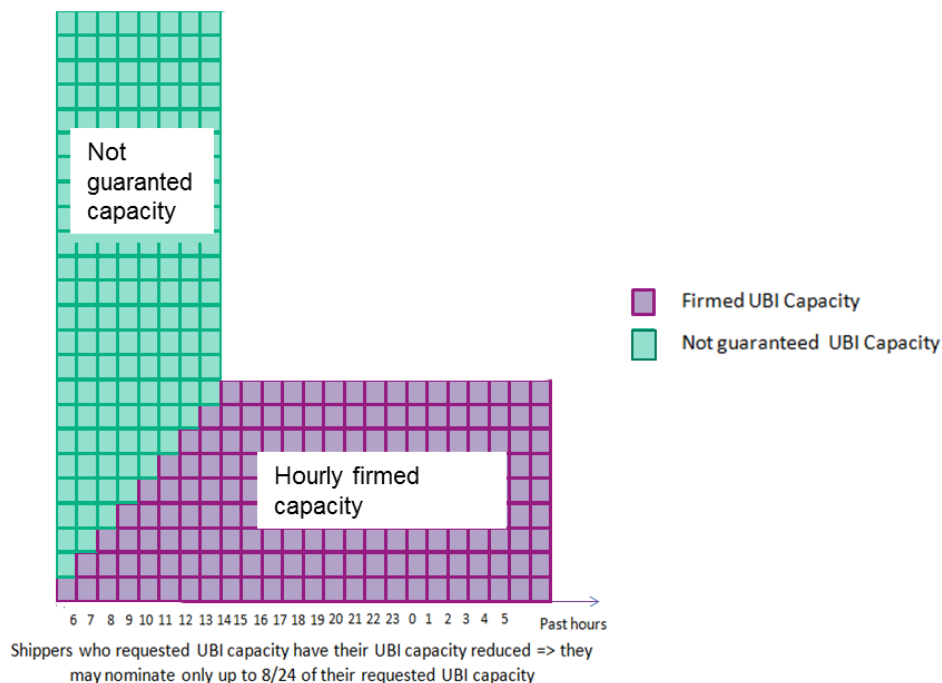
**Examples:**

Case where capacity owners do not re-nominate their capacity intraday. As a result, 1/24th of the requested UBI capacity becomes firm capacity every hour.



Case where capacity owners recover their capacity from the 9th hour onwards

- The capacity applicants' operational capacity



- The UBI offering shippers' operational capacity

