



**DBNGP
CAPACITY REGISTER**

Current as at January 2018

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1. NATIONAL GAS LAW REQUIREMENTS

- 1.1. Rule 111 of the *National Gas Rules* directs a Scheme Pipeline Service Provider, who provides pipeline services by means of a transmission pipeline, to establish and maintain a public register of spare capacity of that pipeline.
- 1.2. The public register must include the following information:
 - (a) information about the spare capacity that the service provider reasonably believes exists for the haulage of natural gas between defined receipt and delivery points; and
 - (b) information about spare capacity that the service provider reasonably believes will exist for the haulage of natural gas between defined receipt and delivery points including information about planned developable capacity and expected additions to spare capacity; and
 - (c) information (which must be as specific as the circumstances reasonably allow) about when the spare capacity is, or will become, available; and
 - (d) information notified to the service provide by the user about unutilised contracted capacity including:
 - (i) the quantity and type of the unutilised contracted capacity and when it will be available; and
 - (ii) Proposed terms and conditions (which may include the price) for the sale of the unutilised contracted capacity.
- 1.3. The Dampier to Bunbury Natural Gas Pipeline (DBNGP) is a Covered Pipeline for the purposes of the *National Gas Access (Western Australia) Act 2009 (NGL)*, which incorporates the *National Gas Rules*. The DBNGP is operated by DBNGP (WA) Transmission Pty Ltd (DBP), and is owned by DBNGP (WA) Nominees Pty Ltd as Trustee for the DBNGP WA Pipeline Trust.
- 1.4. This document is the public register of capacity for the DBNGP. It is current as at the date of the document.
- 1.5. A Prospective Shipper should not regard the information provided in this document as a substitute for discussions with DBP on the Shipper's particular gas transportation requirements. Prospective Shippers are encouraged to contact DBP's General Manager Commercial to discuss their individual needs.

2. DBNGP CAPACITY

- 2.1. The available Full Haul T1 Pipeline Capacity is 845TJ/d. This is the amount of Gas Transmission Capacity at which the probability of supply for the next GJ of Gas to be transported in the DBNGP is less than 98% for each Period of a Gas Year.
- 2.2. "Full Haul" means gas transported downstream of Compressor Station 9.
- 2.3. The Pipeline Capacity of the DBNGP is determined based on the following assumptions:
For delivery of Full Haul pipeline services:
 - (a) The gas composition is as follows:
 - (i) Higher Heating Value – 37.0 MJ/m³;
 - (ii) Wobbe Index - 46.5MJ/m³ ;
 - (iii) the percentage content of Inert Gases of no greater than 6.39%;
 - (iv) no LPG content;
 - (b) the ambient conditions on the DBNGP from Compressor Station 1 to Compressor Station 9 are average conditions for the month;
 - (c) gas is being delivered for receipt into the DBNGP at existing inlet points;
 - (d) the designed inlet pressure at the inlet point known as I1-01 is 8MPa; and
 - (e) all compressor units are operated with the design compressor unit availability.
- 2.4. However, it is important to note that the Pipeline Capacity is not an indication of:
 - (a) the actual Capacity of the DBNGP on any given day;
 - (b) the available Part Haul Forward Haul capacity of the DBNGP.
- 2.5. The firm Full Haul capacity of the DBNGP is currently not fully contracted.
- 2.6. There is 126.5TJ/day of spare firm Full Haul capacity.
- 2.7. Additional capacity above 126.5TJ/day can only be known on a day to day basis and made available as Spot capacity.
- 2.8. As at the date of this Capacity Register, 718.5TJ/day of the 845TJ/day of the Capacity of the DBNGP to deliver Full Haul T1 Service (T1 Service) was reserved by Shippers pursuant to contracts entered into with DBP.

3. DEVELOPABLE CAPACITY

- 3.1. Developable Capacity is the difference between the current capacity and the capacity which would be available if additions of plant and/or pipeline were constructed, but does not include any extension of the geographic range of the Covered Pipeline (Developable Capacity is a defined term in the *NGL*).
- 3.2. DBP's Standard Shipper Contract (which is a contract for a negotiated Full Haul T1 Service rather than for the Full Haul T1 Service (T1 Service) of the DBNGP Access Arrangement) contains a provision which initiates the development of capacity for delivery of Full Haul T1 Service. This mechanism:
 - (a) allows shippers who have entered into Standard Shipper Contracts with DBP to request additional T1 Service;
 - (b) requires DBP to offer to provide the additional T1 Service in certain circumstances;
 - (c) secures shipper commitment to development of the capacity required for the additional T1 Service prior to the capacity being developed; and
 - (d) requires DBP to keep shippers informed of requests for additional T1 Service, and of pipeline expansion plans, so that the development of Capacity for delivery of Full Haul T1 Service is coordinated between shippers and DBP.
- 3.3. Developable capacity made available under the Stage 5B expansion project has already been reserved by Shippers pursuant to contracts entered into with DBP.
- 3.4. DBP is not currently planning further expansion of the DBNGP as at the date of this Capacity Register.

4. UNUTILISED CONTRACTED CAPACITY

- 4.1. National Gas Rule 110 requires a shipper, after receiving a request from any person for information about the shipper's unutilised contracted capacity (if any), to provide the person and service provider (DBP) with the following information within 10 business days:
- (a) Whether unutilised contracted capacity is, or is likely to become, available; and
 - (b) If so:
 - (i) The quantity of the unutilised contracted capacity that is, or is likely to become, available; and
 - (ii) The nature of the unutilised contracted capacity (i.e. whether it is firm or interruptible and whether it is forward or backhaul); and
 - (iii) When the unutilised contracted capacity will be, or is likely to become, available nominating, if possible, a specific date; and
 - (iv) The terms and conditions (which may include price) on which the user would be prepared to transfer the unutilised contracted capacity; and
 - (v) Whether technical or safety considerations might limit the utilisation of the shipper's unutilised contracted capacity and, if so, the nature of those considerations.
- 4.2. At the date on which this Capacity Register became current, DBP has not been advised by a shipper of unutilised contracted capacity under National Gas Rule 110.

5. SUMMARY

Regulatory Requirement	Comments
NGR 111 (4) (a): Is there spare Full Haul capacity available for the haulage of natural gas between defined receipt and delivery points?	YES - spare Full Haul Capacity is currently available
NGR 111 (4) (b): Is there Spare Capacity that the Service Provider reasonably believes will exist for the haulage of natural gas between defined receipt and delivery points, including information about planned developable capacity and expected additions to spare capacity?	YES
NGR 111 (4) (c): When there is spare capacity, when will it become available?	Space Capacity reported in this register is the capacity that is currently available
NGR 111 (4) (d): Is there a service for unutilised contracted capacity and when will it be available.	YES - DBP offers and advertises a Spot Capacity service on a daily basis for which Shippers can apply on the basis set out in their contracts.
NGR 111 (4) (d) (i): The quantity and type of the unutilised contracted capacity and when it will be available	DBP offers "Spot Capacity" daily. Shippers are advised by CRS by 1400hrs WST of the quantity of Spot Capacity available for the next Gas Day. Shippers have until 1500 hrs to bid for the Spot Capacity available for the next Gas Day using the Customer Reporting System (CRS).
NGR 111 (4) (d) (ii): Proposed Terms and Conditions (which may include the price) for the sale of the unutilised contracted capacity.	YES - Terms and Conditions for the transport of gas on the DBNGP are available on the DBP Website.

6. OTHER SERVICES

- 6.1. DBP is prepared to negotiate to provide a Prospective Shipper with any other Service that is not one of the Reference Services of the DBNGP Access Arrangement.
- 6.2. Subject to availability of capacity for Full Haul T1 Service (T1 Service), capacity for Part Haul T1 Service (P1 Service), or capacity for Back Haul T1 Service (B1 Service) as appropriate to the circumstances, and as determined by DBP as a reasonable and prudent pipeline operator, DBP may make available to a Prospective Shipper the following Service or Services:
 - (a) Interruptible services;
 - (b) spot capacity;
 - (c) park and loan services; and
 - (d) seasonal services.
- 6.3. DBP will, subject to operational availability (as determined by DBP as a reasonable and prudent pipeline operator), make available to a Prospective Shipper the following Service or Services:
 - (a) peaking services;
 - (b) metering information services;
 - (c) pressure and temperature control services;
 - (d) odourisation services; and
 - (e) co-mingling services.
- 6.4. Access to these Non Reference Services, or access to the Reference Services using the DBNGP, is obtained through submission of an Access Request to DBP. Procedures governing the processing of Access Requests, and for the assignment of priorities in the event of DBP receiving multiple Access Requests, are set out in Section 5 of the DBNGP Access Arrangement.
- 6.5. To further assist Shippers and Prospective Shippers, DBP has made available an Access Guide, which includes a description of the information DBP requires in order to consider an Access Request. The Access Guide can be viewed on DBP's website.
- 6.6. Prospective Shippers are strongly encouraged to consult with DBP prior to submitting an Access Request. DBP's General Manager Commercial is able to provide current information on capacity for the provision of the Reference Services, and on whether any Non Reference Service can be provided using the DBNGP.