

## **P70 and P71 Notices and the Emergency Curtailment Calculation.**

**Q: Should I issue a P70 to the appropriate control room for any commercial relationship I enter into that has the direct effect that a site ceases its consumption of gas ?**

Yes, the information will assist control room operations and minimise shipper exposure to the effects of the ECQ calculation process. The relevant transporter contact details can be found below.

**Q. Should a P70 form be issued to a site?**

No, for the avoidance of doubt, a P70 should only be issued to a Transporter to notify them of commercial interruption. If curtailment is required under instruction from the NEC the site will be contacted directly.

**Q: What is the effect of issuing P70 Shipper Interruption on the calculation of ECQ?**

Any P70 received prior to invoking emergency curtailment would trigger a zero ECQ contribution as long as the P70's effective time of interruption precedes the effective time of emergency curtailment.

Prior to a curtailment notice being sent, a User will not know in advance whether or not Emergency Curtailment will apply at a Supply Point covered by a P70 - hence the volume that would otherwise have been offtaken at that Supply Point, but for Emergency Curtailment applying, is zero

For subsequent days, Transporters would anticipate issuing curtailment notices to Users following the post midnight D-1 demand forecast and therefore, in accordance with the current methodology, the Transporters would anticipate that P70 notices will be taken into account if they are received before 00:00 on D-1 (i.e. six hours before the start of the relevant Gas Day).

**Q: What about sending a P70 after a site has been Emergency Curtailed?**

If a P70 at a site is sent after emergency curtailment at that site, but before midnight of that day, then for that, and any earlier day associated with that curtailment then the site will have an ECQ calculated. For subsequent days of the curtailment the ECQ contribution associated with that site will be zero.

**Q. Is a separate P70 required for each day?**

A separate P70 is not required for each day. P70 forms are used to notify the relevant Transporter of the start of commercial interruption and P71 forms are used

to notify the end of commercial interruption. The ECQ process will be carried out for each day on which Emergency Curtailment has been actioned taking into account relevant P70s.

**Q: What happens for a site with multiple shippers?**

For each transportation contract held by each shipper, we would expect a P70 if there has been shipper interruption. If any shipper does not invoke interruption and emergency curtailment is enacted then ECQ values will be calculated for each day of curtailment for that shipper