

# DECLARATION OF ENTRY AND EXIT POINT CAPACITIES - DISTRIBUTION NETWORK

Apr-22

Sr. No.	Region Name	Entry Points						Exit Points		Gas Quality Parameters				Remarks
		Entry Point Name (Sales Meter Station Name)	Down stream Pressure for Capacity Calculation	SMS Operational Capacity	Committed/ Contractual Load at Downstream of SMS	Current Available (Spare) Capacity at SMS level	Allocated to Shipper	Exit Points (Consumer Meter Stations)	Available (spare) Capacity in Supply Mains of Distribution Network	GCV	WI	N <sub>2</sub>	CO <sub>2</sub>	
1	Faisalabad	Shams Textile	29	1.300	1.160	0.140	No	*	1.400					D
2	Faisalabad	Madina Enterprise	38	7.000	9.929	Nil	N/A	*	Nil					E
3	Faisalabad	Ibrahim Fibers	48	8.000	14.490	Nil	N/A	*	Nil					E
4	Faisalabad	M3 - Industrial Estate	52	25.000	10.520	14.480	No	*	13.174					C
5	Faisalabad	Sitara Chemicals	64	48.000	45.468	2.532	No	*	Nil					B
6	Faisalabad	Rafhan Maize	39	7.000	9.700	Nil	N/A	*	Nil					E
7	Faisalabad	Khurrianwala	69	23.000	51.700	Nil	N/A	*	16.441					A
8	Faisalabad	Small Industrial Estate (SMS - V)	45	26.000	26.850	Nil	N/A	*	Nil					E
9	Sheikhupura	Ravi Chemical	41	3.000	6.520	Nil	N/A	*	Nil					E
10	Sheikhupura	Ravi Rayan	56	13.000	16.520	Nil	N/A	*	Nil					E
11	Sheikhupura	Rupafil	33	6.000	4.700	1.300	No	*	2.880					D
12	Sheikhupura	Warburton	56	45.000	53.820	Nil	N/A	*	Nil					E
13	Sheikhupura	Kotla Kaholwan	60	14.000	16.240	Nil	N/A	*	7.749					A
14	Sheikhupura	Descon	69	4.500	2.302	2.198	No	*	2.378					D
15	Sheikhupura	General Industry	70	27.000	46.930	Nil	N/A	*	Nil					E
16	Sheikhupura	EMCO	46	24.000	51.610	Nil	N/A	*	Nil					E
17	Sheikhupura	Bhikki	39	40.000	23.770	16.230	No	*	8.498					C
18	Multan	Chowk Sarwar Shaheed	64	3.500	4.556	Nil	N/A	*	4.544					A
19	Multan	Colony Textile	107	10.000	10.790	Nil	N/A	*	Nil					E
20	Multan	D G Cement	120	20.000	6.000	14.000	No	*	Nil					B
21	Multan	Kabirwala	90	10.000	14.670	Nil	N/A	*	Nil					E
22	Multan	Mahmood Textile Mills	85	5.000	6.400	Nil	N/A	*	3.963					A
23	Multan	Naseem Enterprises	62	4.000	3.060	0.940	No	*	1.497					D
24	Multan	Reliance Weaving	65	12.000	18.609	Nil	N/A	*	Nil					E
25	Multan	Parco	235	10.000	5.500	4.500	No	*	0.616					C
26	Multan	Qadirpur Rawan	58	8.000	8.990	Nil	N/A	*	Nil					E
27	Multan	Qasba Maraal	75	9.000	3.870	5.130	No	*	5.838					D
28	Multan	Muzaffargarh	81	18.000	24.320	Nil	N/A	*	Nil					E
29	Lahore	Century Paper	66	22.000	26.353	Nil	N/A	*	Nil					E
30	Lahore	Nishat	81	34.000	34.389	Nil	N/A	*	Nil					E
31	Lahore	Manga	77	40.000	76.520	Nil	N/A	*	Nil					E
32	Lahore	Sundar	32	50.000	27.670	22.330	No	*	Nil					B
33	Lahore	Baloki	51	8.000	4.950	3.050	No	*	Nil					B
34	Bahawalpur	Haleeb Foods	77	5.000	1.584	3.416	No	*	4.773					D
35	Sahiwal	Habibabad	60	8.000	4.330	3.670	No	*	6.587					D
36	Sahiwal	Lakson Tobacco	33	2.500	0.992	1.508	No	*	1.321					C
37	Gujranwala	Emnabad	30	15.000	21.568	Nil	N/A	*	Nil					E
38	Gujranwala	Kamonki	56	12.000	31.571	Nil	N/A	*	Nil					E
39	Sargodha	Chashma	45	3.000	11.380	Nil	N/A	*	Nil					E
40	Sargodha	KCP	85	4.000	3.440	0.560	No	*	6.659					D
41	Islamabad	Altern	95	10.000	8.028	1.972	No	*	1.235					C
42	Islamabad	Wah	93	30.000	33.190	Nil	N/A	*	Nil					E
43	Islamabad	Zulshan Eng.	25	2.250	2.164	0.086	No	*	Nil					B
44	Islamabad	Khawaja Float Glass	26	2.500	5.088	Nil	N/A	*	Nil					E
45	Islamabad	RCCI	22	1.100	0.363	0.737	No	*	6.816					D
46	Rawalpindi	ICI Khewra	580	13.000	12.480	0.520	No	*	Nil					B
47	Rawalpindi	Hafiz Ghairat	28	0.500	0.224	0.276	No	*	0.859					D
48	Rawalpindi	Gharibwal	580	15.000	15.500	Nil	N/A	*	Nil					E

**As measured in Transmission Network by relevant department of the Company**

49	Peshawar	Lakky Cement	53	10.000	10.000	Nil	N/A	*	Nil	E
50	Peshawar	Charsadda	37	7.000	4.408	2.592	No	*	Nil	B
51	Peshawar	Kohat	83	20.000	14.804	5.196	No	*	Nil	B
52	Peshawar	Naguman	43	2.500	3.170	Nil	N/A	*	2.263	A
53	Mardan	Topi	120	10.000	15.157	Nil	N/A	*	Nil	E
54	Mardan	Risalpur Industrial Estate	62	2.500	3.673	Nil	N/A	*	Nil	E
55	Mardan	Akora	92	2.500	0.720	1.780	No	*	Nil	B
56	Mardan	Ismailkot	35	3.500	1.992	1.508	No	*	0.977	C
57	Mardan	Khairabad	48	2.500	1.399	1.101	No	*	0.352	C
58	Mardan	Jehangira	77	4.000	4.500	Nil	N/A	*	1.145	A
59	Mardan	Sakha Kot	52	3.000	11.077	Nil	N/A	*	Nil	E
60	Mardan	Takhatbai	62	3.500	8.130	Nil	N/A	*	Nil	E
61	Mardan	Zaida	63	3.000	6.108	Nil	N/A	*	Nil	E
62	Abbotabad	Hattar Industrial Estate	128	12.000	16.340	Nil	N/A	*	Nil	E
63	Abbotabad	Hattar Village	77	4.000	5.230	Nil	N/A	*	0.308	A
64	Abbotabad	Bugra	48	3.000	1.940	1.060	No	*	Nil	B
65	Abbotabad	Sarai Saleh	40	2.500	2.730	Nil	N/A	*	0.713	A
66	Abbotabad	Bestway (Hattar)	112	12.000	13.300	Nil	N/A	*	Nil	E
67	Multan	DG Khan	58	15.000	16.440	Nil	N/A	*	5.768	A
68	Lahore	Mallan Wala	22	10.000	0.660	9.340	No	*	4.843	C
69	Bahawalpur	Rahim Yar Khan	81	20.000	30.494	Nil	N/A	*	Nil	E
70	Mardan	Batkheela	82	6.000	7.200	Nil	N/A	*	3.699	A
71	Peshawar	Kohat Cement	32	5.000	13.520	Nil	N/A	*	Nil	E
72	Sargodha	Daudkel	250	35.000	31.780	3.220	No	*	Nil	B

\* The Exit points of Distribution network are existing Consumer Meter Stations (CMSs) of different categories of consumers and the CMSs are designed to cater for only the load and pressure requirements of that specific consumer so no spare capacity is currently available at existing Exit Points i.e. CMSs, till such time consumer at that existing Exit Point discontinues its contract with company. However, new Exit Points can be created by assessing the request of Shipper for capacity allocation at any specific location on case to case basis, keeping in view the system operational constraints, system integrity, location and time of the year in line with provisions of Schedule II (Serial No. 7) of TPA Rules, 2018 and Appendix E (Capacity Allocation Methodology) of Pakistan Gas Network Code.

• The Entry Points of Distribution Network are the Sales Meter Stations (SMSs).

Industrial SMSs : SMSs with dominant Industrial Sale i.e. having share of 50% and above [in line with Clause No. 1(iv) of Appendix-E of Pakistan Gas

• Network Code] have been shortlisted on the basis of category wise gas sale data of last completed financial year i.e. pertaining to FY 2019-20, provided by IT-MIS Department and the same was discussed during meeting of the committee reconstituted by the Management for Declaration & Allocation of spare Pipeline Capacities under TPA Rules, 2018.

• Calculated capacities of distribution network downstream of SMSs may change depending upon location and demand of consumers. For modification/extension/expansion of network, the Shipper will be required to bear the cost (including allied cost) to meet capacity requirements as per Rule 4 (k) of TPA Rules, 2018 provided it is technically/operationally feasible for the Company. Request for transportation service at any specific location based on available (spare) Capacity on Supply Mains, at downstream of SMSs with dominant Industrial Sale, on Distribution Network will be evaluated by the Transporter on case to case basis, keeping in view the system operational constraints, system integrity, location and time of the year in line with provisions of Schedule II (Serial No. 7) of TPA Rules, 2018 and Appendix E (Capacity Allocation Methodology) of Pakistan Gas Network Code.

#### Notes:

- The available (spare) capacities in Distribution network will be offered to Shipper on case to case basis keeping in view system operational constraints, system integrity, location and time of the year
- SMSs qualifying criteria of dominant Industrial Sale i.e. having share of 50% and above [in line with Clause No. 1(iv) of Appendix-E of Pakistan Gas Network Code] may change on the basis of category wise gas sale data of last completed financial year.
- Total available capacity in distribution network will depend upon the total available capacity in relevant segment of transmission network.

A. Although capacity is not available (spare) at the Existing Entry Point (i.e. at SMS) yet downstream Supply Mains of Distribution Network have cushion for the available (spare) capacity. Shipper may opt to avail transportation service through upgradation of existing Entry Point (i.e. SMSs) for which the shipper will be required to bear the cost of such modification/extension/ expansion (including allied costs), in line with Rule 4 (k) of TPA Rules, 2018, provided it is technically/operationally feasible for the Transporter.

B. Although capacity is available (spare) at Existing Entry Point (i.e. at SMS) yet downstream Supply Mains of Distribution network does not have sufficient available (spare) capacity. Shipper may opt to avail transportation service by arranging laying of gas network directly from downstream of SMS for which the shipper will be required to bear the cost of such modification/extension/expansion (including allied costs), in line with Rule 4 (k) of TPA Rules, 2018, provided it is technically/operationally feasible for the Transporter.

- C. Capacity available (spare) at Entry Point (i.e. SMSs) can be partially offloaded in Supply Mains of Distribution network. i.e. to the tune of available (spare) capacity in Supply Mains of Distribution Network, provided it is technically/operationally feasible for the Transporter. However, for offloading the balance available capacity i.e. to the tune of difference between the available (spare) capacity at Entry Point (i.e. SMS) and the Supply Mains of Distribution network, the Shipper may opt to avail transportation service by arranging laying of distribution network directly from downstream of SMS for which the shipper will be required to bear the cost of such modification/extension/ expansion (including allied costs), in line with Rule 4 (k) of TPA Rules, 2018, provided it is technically/operationally feasible for the Transporter.
- D. Capacity to the tune of the available (spare) capacity at existing Entry Points (i.e. SMS) can be off loaded in Supply Mains of Distribution Network, provided it is technically/operationally feasible for the Transporter. However, for offloading the balance available capacity i.e. to the tune of difference between the available (spare) capacity at Supply Mains of Distribution network and Entry Points (i.e. SMS), the Shipper may opt to avail transportation service through upgradation of existing Entry Points (i.e. SMSs) for which the shipper will be required to bear the cost of such modification/extension/ expansion (including allied costs), in line with Rule 4 (k) of TPA Rules, 2018, provided it is technically/operationally feasible for the Transporter.
- E. Capacity is neither Available (spare) at Entry points (i.e. at SMS) nor in Supply Mains of Distribution Network.