

ENTRY AND EXIT POINT CAPACITIES - DISTRIBUTION NETWORK

Updated 15-Feb-19

| Sr. No. | Region Name | Down stream Pressure for Capacity Calculation | Entry Points * | | | | | Exit Points | | Gas Quality Parameters | | | | Remarks |
|---------|-------------|---|---|--------------------------|------------------------------------|---|----------------------|---------------------------------------|--|---|----|----------------|-----------------|---------|
| | | | Entry Point Name (Sales Meter Station Name) | SMS Operational Capacity | Committed/ Contractual Load at 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 ₂ | CO ₂ | |
| | | | | | | | | | | | | | | |
| | | psig | | MMCFD | MMCFD | MMCFD | | MMCFD | | | | | | |
| 1 | Faisalabad | 29 | Shams Textile | 1.30 | 1.16 | 0.14 | No | ** | 1.59 | As measured in Transmission Network by relevant department of the Company | | | | E |
| 2 | Faisalabad | 38 | Madina Enterprise | 7.00 | 9.93 | Nil | N/A | ** | Nil | | F | | | |
| 3 | Faisalabad | 48 | Ibrahim Fibers | 8.00 | 12.00 | Nil | N/A | ** | 3.00 | | A | | | |
| 4 | Faisalabad | 52 | M3 - Industrial Estate | 27.00 | 10.52 | 16.48 | No | ** | 14.96 | | D | | | |
| 5 | Faisalabad | 64 | Sitara Chemicals | 48.00 | 45.47 | 2.532 | No | ** | Nil | | B | | | |
| 6 | Faisalabad | 39 | Rafhan Maize | 7.00 | 9.70 | Nil | N/A | ** | Nil | | F | | | |
| 7 | Faisalabad | 69 | Khurrianwala | 23.00 | 51.70 | Nil | N/A | ** | 18.67 | | A | | | |
| 8 | Faisalabad | 45 | Small Industrial Estate (SMS - V) | 26.00 | 26.85 | Nil | N/A | ** | Nil | | F | | | |
| 9 | Sheikhupura | 41 | Ravi Chemical | 3.00 | 6.52 | Nil | N/A | ** | Nil | | F | | | |
| 10 | Sheikhupura | 56 | Ravi Rayan | 13.00 | 16.52 | Nil | N/A | ** | Nil | | F | | | |
| 11 | Sheikhupura | 33 | Rupafil | 6.00 | 4.70 | 1.30 | No | ** | 3.27 | | E | | | |
| 12 | Sheikhupura | 56 | Warburton | 45.00 | 53.82 | Nil | N/A | ** | Nil | | F | | | |
| 13 | Sheikhupura | 60 | Kotla Kaholwan | 14.00 | 16.24 | Nil | N/A | ** | 8.80 | | A | | | |
| 14 | Sheikhupura | 69 | Descon | 4.50 | 2.30 | 2.198 | No | ** | 2.70 | | E | | | |
| 15 | Sheikhupura | 70 | General Industry | 27.00 | 46.93 | Nil | N/A | ** | Nil | | F | | | |
| 16 | Sheikhupura | 46 | EMCO | 24.00 | 51.61 | Nil | N/A | ** | Nil | | F | | | |
| 17 | Sheikhupura | 39 | Bhikki | 40.00 | 23.77 | 16.23 | No | ** | 9.65 | | D | | | |
| 18 | Multan | 64 | Chowk Sarwar Shaheed | 3.50 | 4.56 | Nil | N/A | ** | 5.16 | | A | | | |
| 19 | Multan | 107 | Colony Textile | 10.00 | 10.79 | Nil | N/A | ** | Nil | | F | | | |
| 20 | Lahore | 81 | Century Paper | 22.00 | 26.35 | Nil | N/A | ** | Nil | | F | | | |
| 21 | Lahore | 66 | Nishat | 34.00 | 36.17 | Nil | N/A | ** | Nil | | F | | | |
| 22 | Bahawalpur | 77 | Haleeb Foods | 5.00 | 1.58 | 3.416 | No | ** | 5.42 | | E | | | |
| 23 | Bahawalpur | 33 | Samma Satta | 2.50 | 3.11 | Nil | N/A | ** | Nil | | F | | | |
| 24 | Sahiwal | 60 | Habibabad | 8.00 | 4.33 | 3.67 | No | ** | 7.48 | | E | | | |
| 25 | Sahiwal | 33 | Lakson Tobacco | 2.50 | 0.99 | 1.508 | No | ** | 1.50 | | C | | | |

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

** 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, 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 of TPA Rules, 2018 and Appendix E (Capacity Allocation Methodology) of Pakistan Gas Network Code.

*** 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 of 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 of TPA Rules, 2018 and Appendix E (Capacity Allocation Methodology) of Pakistan Gas Network Code.

Notes:

- Capacities at remaining Industrial SMSs (i.e. SMSs with dominant Industrial Sale) are being worked out and will be notified accordingly.
 - The available (spare) capacities in Distribution network will be offered to shipper on **'Interruptible Basis'**
 - 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 Points (i.e. at SMS). However, 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 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.
 - B. Capacity is available (spare) at Existing Entry Points (i.e. at SMS). However, downstream Supply Mains of Distribution network does not have sufficient available (spare) capacity. Shipper may opt to avail transportation service by 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 existing Entry Points (i.e. SMSs) commensurates with the available (spare) capacity of Supply Mains of Distribution network.
 - D. Capacity available (spare) at Entry Points (i.e. SMSs) can be partially off loaded 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.
 - E. 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 off loading 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.
 - F. Capacity is neither Available (spare) at Entry points (i.e. at SMS) nor in Supply Mains of Distribution Network.