

GTS Investment Plan for 2022-2032

Addendum

6 September 2022



Introduction

On 1 April 2022, GTS published the biennial investment plan (IP2022) in accordance with Article 7a of the Gas Act.¹ The IP2022 provides an overview and substantiation of GTS's investments in the short and long term. This document is an addendum to the IP2022. The reason for this addendum is that a planned investment is not included in the established IP2022. Through this addendum, GTS presents this intended investment to the market, the ACM and the Minister of Economic Affairs and Climate.

Market demand for additional capacity?

Given the changing market conditions and the associated changes in dominant flow directions as a result of the Russian invasion of Ukraine, GTS requests parties to express any demand for additional entry and/or exit capacity by responding to this consultation or by submitting a connection request with GTS. For example additional import capacity for LNG. GTS explains this request in more detail below.

Connection LNG import Eemshaven

The intended investment concerns a new connection for LNG import in the Eemshaven. In order to be able to transport the LNG delivered to the Eemshaven, a connection to the GTS network is required. In view of the special market conditions, the project has a very short lead time, which means that engineering, preparation and implementation are partly carried out in parallel.

Inventory of additional LNG import requirements and other capacity

GTS has also received signals that more parties are interested in feeding LNG into the GTS network. In that context, it is desirable to have a complete picture of the needs in the market, so that efficient choices can be made when it comes to realizing new (connection) capacity. GTS therefore requested market parties to express their possible demand for new entry capacity for LNG by means of a response to this consultation or a connection request to GTS.

In addition, market parties with a different capacity requirement (for example entry capacity from the United Kingdom, exit capacity to Germany, etc.) were also invited to express such interest by means of a response to this consultation.

¹ www.gasunie.nl/uploads/fckconnector/49fb6954-e9af-5eec-a4a4-c9b98df4692f/3201859457/Investment%20Plan%202022-2032%20%282%29.pdf?lang=en

Result consultation

GTS has received two responses to the consultation.

In its response, EemsEnergyTerminal (EET) states that it endorses the intended investment in the connection pipeline and mentions that the capacity of its terminal could possibly be expanded to 12 bcm in the future. GTS thanks EET for its response and requests EET to notify GTS in due time as soon as such an extension becomes concrete, so that it can be investigated whether and, if so, how these additional volumes can be fed into the GTS network.

The second response comes from Gate terminal B.V. (GATE). GATE indicates that it is preparing an open season for an additional 4 bcm per year of firm capacity (fourth storage tank). The corresponding requested additional entry capacity in the GTS network is 5300 MWh/hour. GATE aims to start its open season on August 15th.

GATE requests GTS to investigate whether and how this additional 4 bcm can be fed into the GTS network. GTS thanks GATE for its response and intends to comply with this request. If this shows that significant additional investments are required by GTS, it will submit these to the market, ACM and the Minister of EZK via an addendum to the investment plan.

The full consultation responses can be found on the GTS website.

Process

GTS submitted the draft addendum to the market for consultation for four weeks. GTS then processed the responses and presented the (adjusted) draft addendum to ACM and the Minister of Economic Affairs and Climate. They then reviewed the draft addendum within the statutory period of 12 weeks, therefore GTS is now publishing the final addendum

Connecting pipe FRSU Eemshaven

Information on major investments (preview 2022 to 2031)	
a. Identification number	PG-I.014619
b. Identification number TYNDP	Not applicable
c. Bottleneck	Capacity bottleneck
d. Investment classification	Extension investment
e. Name and location of asset	Aansluiting FSRU Eemshaven
f. Pressure level	HTL
g. Project phase	Preparation
h. Year of FID	2022
i. Brought into operation	2022
j. Estimated total investment	2022: M€ 7
k. How does the investment address the bottleneck	In order to be able to transport the LNG that is delivered to the Eemshaven (Eems Energy Terminal), a connection to the GTS network is required. A connection pipe must be laid from the quay of the Wilhelminahaven to a point on the GTS network where the pipe diameter is sufficiently large.
l. Alternative consideration (if not in the realization phase per 1-1-2022)	
No action	If GTS does not realize the connection, it will not fulfill its statutory duty (Gas Act article 10 paragraph 6).
Alternatives	<ol style="list-style-type: none"> 1. Realizing a connection to the nearest DN450 pipe. 2. Realization of a connection pipe to the nearest DN600 pipe. 3. Laying a completely new pipeline to the Spijk location. <p>In all alternatives, a number of measures must be implemented downstream in the GTS network (locations Spijk and Zuidbroek).</p>
Differences analysis	<p>Alternative 1 provides too little transport capacity due to a diameter that is too small (DN450).</p> <p>Alternative 2 provides sufficient transport capacity and has a pipeline length of less than 3 km. This alternative has the lowest investment costs and the least impact on the environment.</p> <p>Alternative 3 results in a larger pipeline length (more than 6 km in length) and therefore significantly greater investment costs and impact on the environment.</p>
Support for impact estimation	The costs for materials and construction methods have been included in the consideration of the alternatives. These alternatives were tested for technical and planning feasibility.
Rationale for selection of proposed alternative	In the design of the connecting pipeline, alternative 2 was chosen, a pipeline route that offers sufficient transport capacity and has a length of less than 3 km. This makes it the most financially beneficial option that also has the least impact on the environment.
Explanation of missing information	Not applicable

Colophon

Design

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