



**DISCLOSURE**

under

**Gas Transmission Information Disclosure  
Determination 2012**

of

**CAPACITY ALLOCATION METHODOLOGY  
(*clause 2.5.3*)**

and

**TRANSMISSION SYSTEM CAPACITY  
RESERVATIONS (*clause 2.5.4*)**

for

**2014-15 Disclosure Year**

## **CLAUSE 2.5.3: CAPACITY ALLOCATION METHODOLOGY**

### **(1)(a)**

Vector currently provides two types of firm contractual transmission capacity to Shippers<sup>1</sup>: Reserved Capacity and Supplementary Capacity.

Reserved Capacity is Vector's standard capacity product, and is allocated in accordance with the relevant provisions of the Vector Transmission Code (the *Code*):

- (i) prior to the start of each contract year<sup>2</sup>; and
- (ii) during each contract year,

in response to Shippers' specific requests, to the limit of uncommitted operational capacity<sup>3</sup>. The processes involved in (i) and (ii) above are separately described below. Under the current Code, a Shipper retains the right to use any Reserved Capacity allocated to it unless and until the Shipper relinquishes it<sup>4</sup>.

Supplementary Capacity is firm transmission capacity that Vector provides to a Shipper under a Supplementary Agreement, in compliance with specific provisions of the Code. Since Vector is under no obligation to provide Supplementary Capacity, the Reserved Capacity allocation process set out in the Code does not apply to Supplementary Capacity. Supplementary Capacity is available to a Shipper only for the term of the relevant Supplementary Agreement.

Reserved Capacity and Supplementary Capacity are equally "firm", so Vector must take both into account when determining uncommitted operational capacity.

### **Allocation of Reserved Capacity before the start of a contract year**

Under the Code<sup>5</sup>:

- (1) All Shippers must notify Vector of their Confirmed Reservation Requirements<sup>6</sup> by 5 pm on the second Friday in September.
- (2) A Shipper is entitled to reserve up to the amount of Reserved Capacity it holds at any Receipt Point-Delivery Point<sup>7</sup> (*RP-DP*) on the second Friday in September, though it may request more or less. A Shipper may request Reserved Capacity at an RP-DP irrespective of whether it currently has any capacity there.
- (3) Vector must notify Shippers of the extent to which it accepts their Confirmed Reservation Requirements by 5 pm on the third Friday in September. This requires

---

<sup>1</sup> A Shipper is a person named in a transmission services agreement with Vector. Only Shippers may hold transmission capacity. The Determination refers to Shippers as "consumers".

<sup>2</sup> Being the year commencing on 1 October in year "n" and ending on 30 September in year "n+1".

<sup>3</sup> Uncommitted operational capacity is the amount of a pipeline's physical capacity available to be allocated to Shippers, and is equal to: operational capacity – aggregate contractual (firm) capacity. The determination of operational capacity is described in Vector's "Gas Transmission Asset Management Plan" (*AMP*), available at [www.vector.co.nz/Gas/Regulatory/Disclosures/Gas asset management](http://www.vector.co.nz/Gas/Regulatory/Disclosures/Gas_asset_management).

<sup>4</sup> Either by not reserving it again, transferring it to another Receipt-Delivery Point, trading it to another Shipper or having it cancelled in accordance with the Code.

<sup>5</sup> Other than by regulation, the Code can only be changed using its own change process.

<sup>6</sup> Under the Code, Shippers must lodge non-binding Provisional Reservation Requirements earlier each year.

<sup>7</sup> In this disclosure, Code terms are used, i.e.: Receipt Point = intake point; Delivery Point = offtake point.

Vector to determine the uncommitted operational capacity available, taking into account such things as:

- (i) the amounts of Reserved Capacity requested compared with the amounts currently allocated;
  - (ii) changes in the distribution of Reserved Capacity, i.e. the extent to which requests for less Reserved Capacity at some RP-DPs offset requests for more at others;
  - (iii) changes in Supplementary Capacity (if any);
  - (iv) how much capacity was allocated in prior years, and where;
  - (v) the most recent pipeline modelling information, e.g. in the AMP; and
  - (vi) the maximum capacity of individual Receipt and Delivery Points.
- (4) If it believes there is insufficient uncommitted operational capacity for it to approve all Shippers' requests for Reserved Capacity<sup>8</sup>, Vector must apply the capacity allocation procedure set out in the Code. Briefly, that process would work as follows:
- (i) any Shipper requesting the same amount of, or less Reserved Capacity than it currently holds at an RP-DP would be allocated that amount;
  - (ii) Vector would then determine the extent of uncommitted operational capacity available by referencing the AMP or any other relevant pipeline modelling information or, if necessary, undertaking additional modelling;
  - (iii) Vector would then allocate increased Reserved Capacity to the relevant Shippers in accordance with the following formula:  
  
$$\text{increase} = (\text{Shipper's requested increase for an RP-DP} \div \text{All Shippers' requested increases for all RP-DPs on the pipeline}) \times \text{uncommitted operational capacity};$$
and
  - (iv) Vector would then check that any allocated increases in Reserved Capacity could actually be delivered via the relevant Delivery Points<sup>9</sup>. If not, capacity above the maximum that could be delivered would be re-allocated to other RP-DPs by a further iteration of the above formula.

### **Allocation of Reserved Capacity during a year**

Under the Code:

- (1) A Shipper may request Reserved Capacity, or additional Reserved Capacity during a Year, e.g. if it acquires new customers, or if one or more existing customers increase their load.

---

<sup>8</sup> For example, where reasonably believed that a breach of Vector's Security Standard (e.g. by the pressure at a critical point in a pipeline falling below the acceptable minimum) could result.

<sup>9</sup> This would be necessary because a Shipper might request a "disproportionate" amount of additional capacity at the far end of a pipeline. The first pass of the allocation formula could then produce an unsustainable outcome. This reflects the reality that it is unrealistic to represent the uncommitted operational capacity of a pipeline by a single number: where the capacity is required would change any such number.

- (2) A Shipper must apply for additional Reserved Capacity using the appropriate screen on OATIS<sup>10</sup>. Vector must approve (or decline) any such request via OATIS.
- (3) Vector must approve any such request (subject to the conditions set out in the Code) where it believes there is sufficient uncommitted operational capacity. To ascertain that, Vector considers:
  - (i) the relevant matters listed in paragraph (3) of the previous section; and
  - (ii) any capacity transfer requests (to or from the RP-DP in question, or any other RP-DP relevant to the request) approved but not yet effective; and
  - (iii) existing queued requests for capacity (if any).
- (4) Should it decline a request for additional capacity, Vector would (subject to the Code and the wishes of the Shipper concerned) place the request in the capacity queue for the relevant pipeline. In the event that capacity subsequently became available, e.g. if a Shipper applied to cancel Reserved Capacity or to transfer Reserved Capacity elsewhere (including out of the pipeline altogether), Vector would offer additional Reserved Capacity to Shippers in the capacity queue, in accordance with the Code.

**(1)(b)**

During the disclosure year there was **sufficient uncommitted operational capacity** to meet all Shippers' requests for Reserved Capacity, i.e.:

- (i) Confirmed Reservation Requirements for 2014-15: **approved** in full;
- (ii) requests for additional Reserved Capacity: **153**;
- (iii) requests for additional Reserved Capacity **approved in full: 152<sup>11</sup>**; and
- (iv) requests for additional Reserved Capacity **approved in part: zero**.

**(1)(c)**

During the disclosure year there was **no unmet demand** for Reserved Capacity, i.e.:

- (i) requests for Reserved Capacity **declined: zero**;
- (ii) maximum daily quantities associated with requests **declined: zero**; and
- (iii) reasons for requests not being approved in full: **not applicable**.

---

<sup>10</sup> Vector's "Open Access Transmission Information System", at [www.oatis.co.nz](http://www.oatis.co.nz)

<sup>11</sup> One request was declined at the Shipper's request: an amended request was then lodged and approved.

## CLAUSE 2.5.4: TRANSMISSION SYSTEM CAPACITY RESERVATIONS

- (1) Tables 1 – 6 below set out the information required to be disclosed in accordance with clause 2.5.4 of the Determination, for each of Vector’s pipeline systems.
- (2) The named offtake points (= Delivery Points) for each pipeline system are those which, in the system peak flow period, satisfied one or more of the criteria set out in clause 2.5.4(3)(a) – (c); i.e.:
  - (i) throughput  $\geq$  2,000 GJ;
  - (ii) contractual firm capacity  $\geq$  10,000 GJ (per day); or
  - (iii) nominal delivery pressure  $>$  20 bar gauge.

The relevant offtake points are those identified in Vector’s “Pipeline Peak Flow Disclosure<sup>12</sup>”. That disclosure refers to actual offtake points, whereas for commercial/contractual reasons some such points are aggregated into “notional” offtake points. An example is “Greater Auckland”, which currently comprises 5 actual offtake points. Since this capacity disclosure is concerned with contractual capacity, Tables 1 – 6 show data for notional/contractual offtake points.

- (3) For all offtake points on a pipeline system that did not satisfy any of the criteria set out in clause 2.5.4(3)(a) – (c), data was aggregated in accordance with clause 2.5.4(3)(d) of the Determination, and appears in the tables on the line labelled “All Other Points”.
- (4) Data is given for the three dates specified in clause 2.5.4(4), i.e.:
  - (i) the last day of the preceding pricing year (i.e. 30 September 2014-15);
  - (ii) the first day of the new pricing year (i.e. 1 October of 2015-16); and
  - (iii) the first day of each system’s peak flow period for the preceding pricing year (i.e. 2014-15).
- (5) Firm contractual transmission capacity in respect of each offtake point comprises Reserved Capacity plus Supplementary Capacity (if any).
- (6) The MDQ (maximum daily quantity) and MHQ (maximum hourly quantity), respectively, for each offtake point correspond to the aggregate amount of firm contractual transmission capacity. For all Reserved Capacity, MHQ is currently 1/16<sup>th</sup> of MDQ. In respect of Supplementary Capacity the MHQ can be a different fraction of MDQ, hence the actual amounts (if any) needed to be obtained from the actual contracts.
- (7) MDQ and MHQ values have been rounded up to the nearest GJ.
- (8) “Vector” refers to On Gas and/or Vector Gas Contracts Limited<sup>13</sup>; “All Others” refers to all other Shippers.

---

<sup>12</sup> Available at [www.vector.co.nz/Gas/Regulatory/Disclosures/Peak Flow](http://www.vector.co.nz/Gas/Regulatory/Disclosures/Peak Flow).

<sup>13</sup> On Gas and Vector Gas Contracts Limited became Vector Gas trading Limited on 1 July 2015.

**TABLE 1: NORTH SYSTEM**

Offtake Point		Aggregate Firm Contractual Transmission Capacity (GJ) Held by Vector and All Other Shippers on:						Nominal Delivery Pressure > 20 bar g
		30-Sep-2015		1-Oct-2015		10-Aug-2015		
		Vector	All Others	Vector	All Others	Vector	All Others	
Harrisville 2	MDQ	1,817	2	1,400	2	2,034	2	
	MHQ	114	0	88	0	127	0	
Drury (1 & 2)	MDQ	737	304	540	248	837	304	
	MHQ	46	19	34	16	52	19	
Hunua (all)	MDQ	-	870	0	1,023	-	870	note 1
	MHQ							
Flat Bush	MDQ	-	1,748	0	1,713	-	1,748	
	MHQ	-	109	0	107	-	109	
Greater Auckland	MDQ	8,522	41,243	7,600	39,182	6,922	41,635	note 2
	MHQ	513	2,578	455	2,449	433	2,602	
Marsden 1	MDQ	-	-	-	-	-	-	
	MHQ	-	-	-	-	-	-	
Kauri DF	MDQ	2,600	-	2,600	-	2,600	-	
	MHQ	130	-	130	-	130	-	
Waitoki	MDQ	12	704	-	471	12	704	
	MHQ	1	44	-	29	1	44	
Glenbrook	MDQ	-	7,000	-	6,775	-	7,000	
	MHQ	-	438	-	423	-	438	
Warkworth	MDQ	1,504	74	1,501	75	1,504	74	
	MHQ	73	5	73	5	73	5	
Tuakau (1 & 2)	MDQ	70	2,595	75	2,551	70	2,595	note 3
	MHQ	4	189	5	186	4	189	
Whangarei	MDQ	50	611	40	438	50	611	
	MHQ	3	38	3	27	3	38	
Otahuhu	MDQ	-	45,000	-	-	-	45,000	48 bar g
	MHQ	-	2,045	-	-	-	2,045	
Southdown	MDQ	-	33,000	-	-	-	33,000	49 bar g
	MHQ	-	1,650	-	-	-	1,650	
Maungaturoto DF	MDQ	2,400	-	2,400	-	1,900	-	
	MHQ	120	-	120	-	95	-	
<b>Major Points</b>	MDQ	<b>17,711</b>	<b>133,151</b>	<b>16,156</b>	<b>52,478</b>	<b>15,928</b>	<b>133,543</b>	
	MHQ	<b>1,004</b>	<b>7,114</b>	<b>906</b>	<b>3,243</b>	<b>919</b>	<b>7,139</b>	
<b>All Other Points</b>	MDQ	<b>291</b>	<b>271</b>	<b>205</b>	<b>214</b>	<b>356</b>	<b>271</b>	
	MHQ	<b>18</b>	<b>17</b>	<b>13</b>	<b>13</b>	<b>22</b>	<b>17</b>	
<b>TOTAL SYSTEM</b>	MDQ	<b>18,003</b>	<b>133,422</b>	<b>16,361</b>	<b>52,693</b>	<b>16,285</b>	<b>133,814</b>	
	MHQ	<b>1,022</b>	<b>7,131</b>	<b>919</b>	<b>3,256</b>	<b>941</b>	<b>7,156</b>	

note 1: Hunua (all) refers to the Hunua, Hunua (Nova) and Hunua 3 Delivery Points. At Hunua 3 Vector delivers gas at pipeline pressure (ie unregulated)

note 2: Greater Auckland is a notional Delivery Point, comprising the actual Westfield, Papakura, Bruce McLaren, Waikumete and Henderson Delivery Points

note 3: Transmission capacity became effective at Tuakau 2 in September 2014, though gas did not start flowing there until November 2014, at which time Tuakau 1 was shut down

**TABLE 2: CENTRAL NORTH SYSTEM**

Offtake Point		Aggregate Firm Contractual Transmission Capacity (GJ) Held by Vector and All Other Shippers on:						Nominal Delivery Pressure > 20 bar g
		30-Sep-2015		1-Oct-2015		10-Aug-2015		
		Vector	All Others	Vector	All Others	Vector	All Others	
Greater Hamilton	MDQ	1,396	6,304	1,530	5,847	1,046	6,604	note 1
	MHQ	87	394	96	365	65	413	
Tatuanui DF	MDQ	-	2,112	-	1,500	-	2,112	
	MHQ	-	132	-	94	-	132	
Waitoa	MDQ	386	1,162	300	1,153	336	1,162	
	MHQ	24	73	19	72	21	73	
Cambridge	MDQ	1,610	323	1,852	304	1,445	352	
	MHQ	101	20	116	19	90	22	
Kiwitahi 1 (Peroxide)	MDQ	-	1,000	-	1,030	-	1,000	
	MHQ	-	63	-	64	-	63	
Te Rapa Cogen	MDQ	-	23,200	-	23,200	-	23,200	22.5 bar g
	MHQ	-	1,092	-	1,092	-	1,092	
<b>Major Points</b>	MDQ	<b>3,392</b>	<b>34,101</b>	<b>3,682</b>	<b>33,033</b>	<b>2,826</b>	<b>34,431</b>	
	MHQ	<b>212</b>	<b>1,773</b>	<b>230</b>	<b>1,707</b>	<b>177</b>	<b>1,794</b>	
<b>All Other Points</b>	MDQ	<b>1,836</b>	<b>355</b>	<b>2,021</b>	<b>315</b>	<b>2,024</b>	<b>343</b>	
	MHQ	<b>115</b>	<b>22</b>	<b>126</b>	<b>20</b>	<b>127</b>	<b>21</b>	
<b>TOTAL SYSTEM</b>	MDQ	<b>5,228</b>	<b>34,456</b>	<b>5,702</b>	<b>33,348</b>	<b>4,851</b>	<b>34,773</b>	
	MHQ	<b>327</b>	<b>1,796</b>	<b>356</b>	<b>1,726</b>	<b>303</b>	<b>1,815</b>	
note 1:	Greater Hamilton is a notional Delivery Point, comprising the actual Hamilton (Te Kowhai) and Hamilton (Temple View) Delivery Points							

**TABLE 3: CENTRAL SOUTH SYSTEM**

Offtake Point		Aggregate Firm Contractual Transmission Capacity (GJ) Held by Vector and All Other Shippers on:						Nominal Delivery Pressure > 20 bar g
		30-Sep-2015		1-Oct-2015		22-Jun-2015		
		Vector	All Others	Vector	All Others	Vector	All Others	
New Plymouth	MDQ	572	2,868	145	2,933	572	3,400	
	MHQ	36	179	9	183	36	212	
Pokuru	MDQ	-	-	-	-	-	-	note 1
	MHQ	-	-	-	-	-	-	
Eltham	MDQ	192	442	180	361	242	444	
	MHQ	12	28	11	23	15	28	
<b>Major Points</b>	MDQ	<b>764</b>	<b>3,311</b>	<b>325</b>	<b>3,294</b>	<b>814</b>	<b>3,844</b>	
	MHQ	<b>48</b>	<b>207</b>	<b>20</b>	<b>206</b>	<b>51</b>	<b>240</b>	
<b>All Other Points</b>	MDQ	<b>27</b>	<b>746</b>	<b>63</b>	<b>667</b>	<b>30</b>	<b>789</b>	
	MHQ	<b>2</b>	<b>47</b>	<b>4</b>	<b>42</b>	<b>2</b>	<b>49</b>	
<b>TOTAL SYSTEM</b>	MDQ	<b>791</b>	<b>4,056</b>	<b>388</b>	<b>3,962</b>	<b>844</b>	<b>4,633</b>	
	MHQ	<b>49</b>	<b>254</b>	<b>24</b>	<b>248</b>	<b>53</b>	<b>290</b>	
note 1:	Pokuru refers to the Pokuru 2 Delivery Point							

**TABLE 4: BAY OF PLENTY SYSTEM**

Offtake Point		Aggregate Firm Contractual Transmission Capacity (GJ) Held by Vector and All Other Shippers on:						Nominal Delivery Pressure > 20 bar g
		30-Sep-2015		1-Oct-2015		14-Sep-2015		
		Vector	All Others	Vector	All Others	Vector	All Others	
Lichfield DF	MDQ	1,771	1	2,102	-	1,571	1	
	MHQ	111	0	131	-	98	0	
Edgecumbe DF	MDQ	486	4,502	485	4,500	486	4,502	
	MHQ	30	281	30	281	30	281	
Reporoa	MDQ	3,251	27	2,200	14	2,721	27	
	MHQ	203	2	138	1	170	2	
Whakatane	MDQ	96	2,691	70	2,598	96	2,691	
	MHQ	6	159	4	153	6	159	
Tirau DF	MDQ	1,496	2	1,400	-	1,496	2	
	MHQ	94	0	88	-	94	0	
Kinleith (CHH Mill)	MDQ	10,884	-	10,151	-	10,884	-	
	MHQ	680	-	634	-	680	-	
Kawerau (Tasman)	MDQ	1,710	-	1,800	1	1,710	-	
	MHQ	107	-	113	0	107	-	
Greater Tauranga	MDQ	38	1,242	30	1,109	38	1,242	note 1
	MHQ	2	78	2	69	2	78	
Gisborne	MDQ	48	1,443	80	1,213	628	1,443	
	MHQ	3	90	5	76	39	90	
Greater Mt Maunganui	MDQ	142	2,468	110	2,303	142	2,468	note 2
	MHQ	9	154	7	144	9	154	
Rotorua	MDQ	357	1,437	300	1,271	357	1,437	
	MHQ	22	90	19	79	22	90	
<b>Major Points</b>	MDQ	<b>20,278</b>	<b>13,812</b>	<b>18,729</b>	<b>13,009</b>	<b>20,128</b>	<b>13,812</b>	
	MHQ	<b>1,267</b>	<b>854</b>	<b>1,171</b>	<b>804</b>	<b>1,258</b>	<b>854</b>	
<b>All Other Points</b>	MDQ	<b>1,526</b>	<b>2,141</b>	<b>1,400</b>	<b>1,851</b>	<b>1,526</b>	<b>2,141</b>	
	MHQ	<b>95</b>	<b>134</b>	<b>87</b>	<b>116</b>	<b>95</b>	<b>134</b>	
<b>TOTAL SYSTEM</b>	MDQ	<b>21,804</b>	<b>15,953</b>	<b>20,128</b>	<b>14,860</b>	<b>21,654</b>	<b>15,953</b>	
	MHQ	<b>1,363</b>	<b>988</b>	<b>1,258</b>	<b>920</b>	<b>1,353</b>	<b>988</b>	
note 1:	Greater Tauranga is a notional Delivery Point, comprising the actual Tauranga and Pyes Pa Delivery Points							
note 2:	Greater Mt Maunganui is a notional Delivery Point, comprising the actual Mt Maunganui and Papamoa Delivery Points							



**TABLE 5: SOUTH SYSTEM**

Offtake Point		Aggregate Firm Contractual Transmission Capacity (GJ) Held by Vector and All Other Shippers on:						Nominal Delivery Pressure > 20 bar g
		30-Sep-2015		1-Oct-2015		10-Aug-2015		
		Vector	All Others	Vector	All Others	Vector	All Others	
Paraparaumu	MDQ	44	621	38	556	34	641	
	MHQ	3	39	2	35	2	40	
Hawera (all)	MDQ	792	810	1,501	797	121	810	note 1
	MHQ	50	51	94	50	8	51	
Wanganui	MDQ	1,830	1,905	2,700	1,961	2,028	1,905	
	MHQ	114	119	169	123	127	119	
Okaiawa	MDQ	-	1,682	0	1,680	-	1,682	
	MHQ	-	70	0	70	-	70	
Marton	MDQ	530	316	550	289	530	316	
	MHQ	33	20	34	18	33	20	
Palmerston North	MDQ	255	4,142	240	3,673	305	4,142	
	MHQ	16	259	15	230	19	259	
Longburn	MDQ	1,030	453	749	442	232	453	
	MHQ	64	28	47	28	14	28	
Levin	MDQ	261	918	250	828	343	1,018	
	MHQ	16	57	16	52	21	64	
Belmont	MDQ	609	6,300	600	5,546	609	6,232	
	MHQ	38	394	38	347	38	389	
Feilding	MDQ	61	670	50	770	61	670	
	MHQ	4	42	3	48	4	42	
Hastings (all)	MDQ	2,460	3,601	2,800	3,988	3,463	3,641	note 2
	MHQ	154	225	175	249	216	228	
Tawa (A+B)	MDQ	1,103	9,851	850	9,419	1,103	10,722	
	MHQ	69	616	53	589	69	670	
Greater Waitangirua	MDQ	78	1,591	60	1,395	78	1,591	note 3
	MHQ	5	99	4	87	5	99	
Pahiatua DF	MDQ	3,634	-	3,634	0	3,634	-	
	MHQ	165	-	165	0	165	-	
<b>Major Points</b>	MDQ	<b>12,687</b>	<b>32,860</b>	<b>14,022</b>	<b>31,346</b>	<b>12,541</b>	<b>33,823</b>	
	MHQ	<b>731</b>	<b>2,019</b>	<b>814</b>	<b>1,924</b>	<b>722</b>	<b>2,079</b>	
<b>All Other Points</b>	MDQ	<b>418</b>	<b>2,464</b>	<b>448</b>	<b>2,331</b>	<b>319</b>	<b>2,460</b>	
	MHQ	<b>26</b>	<b>154</b>	<b>28</b>	<b>146</b>	<b>20</b>	<b>154</b>	
<b>TOTAL SYSTEM</b>	MDQ	<b>13,105</b>	<b>35,324</b>	<b>14,470</b>	<b>33,677</b>	<b>12,860</b>	<b>36,283</b>	
	MHQ	<b>757</b>	<b>2,173</b>	<b>842</b>	<b>2,070</b>	<b>742</b>	<b>2,233</b>	
note 1:	Hawera (all) refers to the Hawera and Hawera (Nova) Delivery Points							
note 2:	Hastings (all) refers to the Hastings and Hastings (Nova) Delivery Points							
note 3:	Greater Waitangirua is a notional Delivery Point, comprising the actual Waitangirua and Pauatahanui 1 Delivery Points							

**TABLE 6: FRANKLEY ROAD SYSTEM**

Offtake Point		Aggregate Firm Contractual Transmission Capacity (GJ) Held by Vector and All Other Shippers on:						Nominal Delivery Pressure > 20 bar g
		30-Sep-2015		1-Oct-2015		10-Aug-2015		
		Vector	All Others	Vector	All Others	Vector	All Others	
Frankley Road-Bi	MDQ	-	212,000	-	217,000	-	212,000	note 1
	MHQ	-	9,183	-	9,433	-	9,183	
Kaimiro	MDQ	-	-	-	-	-	-	
	MHQ	-	-	-	-	-	-	
Stratford 2	MDQ	-	50,000	-	50,000	-	50,000	note 2
	MHQ	-	2,500	-	2,500	-	2,500	
Ammonia-Urea	MDQ	-	22,500	-	22,500	-	22,500	note 3
	MHQ	-	1,010	-	1,010	-	1,010	
Kapuni GTP	MDQ	-	25,335	-	25,390	-	25,335	
	MHQ	-	1,271	-	1,274	-	1,271	
Stratford 3	MDQ	-	56,000	-	56,000	-	56,000	note 4
	MHQ	-	2,333	-	2,333	-	2,333	
TCC	MDQ	-	64,000	-	64,000	-	64,000	31.0 bar g
	MHQ	-	2,840	-	2,840	-	2,840	
Major Points	MDQ	-	429,835	-	434,890	-	429,835	
	MHQ	-	19,138	-	19,391	-	19,138	
All Other Points	MDQ	70	0	170	0	70	0	
	MHQ	4	0	11	0	4	0	
TOTAL SYSTEM	MDQ	70	429,835	170	434,890	70	429,835	
	MHQ	4	19,138	11	19,391	4	19,138	
note 1:	Vector is required to deliver gas at sufficient pressure for it to enter the Maui Pipeline							
note 2:	Stratford 2 is for the Stratford "peaker" power station. Vector delivers gas there at pipeline pressure (ie unregulated)							
note 3:	Ammonia-Urea comprises the Ballance 8201 and 9626 Delivery Points. Vector endeavours to deliver gas at both points at not less than 29 bar g							
note 4:	Stratford 3 is for the Ahuroa underground gas storage facility							