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Consultation Report

October 2017 Market Consultation

LNG Services for Transhipment and LNG Truck loading

Fluxys LNG

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| Version : | 1.2 |
| Status: | FINAL |
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Introduction

From 3 October 2017 till 23 October 2017 (included), Fluxys LNG consulted the market on amendments proposed for the existing Transhipment Services & LNG Truck Loading Services (in relation to the construction of a 2nd truck loading bay at the LNG Terminal facility). In this respect the the “LNG Terminalling Programme” (approved by CREG on 3 October 2014) was submitted for consultation together with the “LNG Access code” for Transhipment Services (approved by CREG on 3 October 2014) and the “LNG Agreement for LNG truck loading” and the “LNG Access code for LNG truck loading” for the LNG Truck Loading Services (both approved by CREG on 19 September 2013) .

Consultation process

Fluxys LNG launched this market consultation by publishing the proposed documents on its website - at the usual location for such consultations - and via direct e-mailing to registered and interested participants for the LNG market. During the period from 3 October 2017 till 23 October (included) 2017, stakeholders were invited to submit their written feedback and, if needed, seek additional information through bilateral contacts with Fluxys LNG. No dedicated information session was organised, and no bilateral meetings were requested by the reacting parties

Taking into account the comments received, Fluxys LNG will submit to the CREG her update of the corresponding documents as proposal for approval.

Outcome of consultation process

All comments received are listed and individually treated in the “Q&A’s” included in the consultation report submitted to CREG – see appendices.

Two parties reacted to the consultation, of which one on a confidential basis. There were no remarks related to the Transhipment services. For the LNG Truck Loading Services two comments are considered relevant for the consultation:

* One party has stated that the loaded amount (in Mton) is not maximized at the Zeebrugge Terminal in relation to the ADR rules and compared to other LNG Terminal – at least one is mentioned in particular. Filling rates amongst LNG terminals differ. This is mostly due to differences in gas quality on the one hand and the applicable local safety rules on the other hand. Fluxys will investigate whether the safety procedures of the LNG Terminal can be amended to increase the allowed maximum filling rate while staying compliant with the applicable local safety rules.
* One party wishes that Fluxys LNG adds a specific identifier code to its Truck Loading report. Fluxys LNG will develop this feature.

Other comments were received, but these are not directly related to the object of this consultation, and are not further detailed in this report. Fluxys LNG will however consider the most appropriate way to address the mentioned concerns in the future.

*Appendices*

## Appendix 1: Market consultation – public material

## Appendix 2: Market consultation – confidential material