20% quota vs seasonal fluctuations (where available capacity for short-term users can come from)

New (INC) Capacity

New (INC) Capacity + 20% ST quota

+20% ST quota

New (INC) Capacity (conditional)

Seasonal LT demand for capacity (commodity supply/LTC)

V (BCM) capacity

Commodity supply/LTC

Ship-or-pay

UIOLI

Winter

Summer

Winter

160419-Konoplyanik-comments on 20pct quota issue
Financeability, F-factor & ST quota: to find the balance between how to raise money and how to pay-back them (if without socialization of ‘1-F’)

Socialization (esp. in case of cross-border transportation routes) = discrimination for those NU who will not use this route

Relations TSO vs network users (shippers) under “fixed tariffs” concept (indexed to inflation)

20% ST Q

CAPEX + LIBOR-PLUS

Invest period = construction

Pay-back period

Relations TSO vs (international) financial market

20% ST quota:
- Discrimination & extra financial burden for LT shippers,
- Risk for financial institutions/lenders

USD/Y

USD/Y

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