DBP
Dampier Bunbury
Pipeline

DAMPIER TO BUNBURY NATURAL GAS PIPELINE PROPOSED REVISED ACCESS ARRANGEMENT

SUBMISSION #48

AN ALTERNATIVE PART HAUL AND BACK HAUL TARIFF METHODOLOGY

CONFIDENTIAL & COMMERCIAL-IN-CONFIDENCE

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DBNGP ACCESS ARRANGEMENT
Confidential and commercial-in-confidence
Submission #48 – An alternative Part Haul and Back Haul tariff methodology

Table 1: Non capital cost allocation (continued)

Cost	Description	Allocation factor
Regulatory	Operator's costs of complying with regulation of the DBNGP	GJ MDQ
Regulatory review	Operator's estimates of the costs incurred by the Regulator in its conducting approvals processes such as the access arrangement approval process. The estimates are based on the more recent service and standing charges invoiced by the Regulator, and charges levied to cover the costs of the gas access arbitrator	GJ MDQ
Field services (non recurrent)	Major overhauls of items of plant other than compressor units, and other major maintenance activities, which vary from year to year in accordance with manufacturers' specifications and utilization (see Submission #33)	GJ MDQ km
Fuel gas	Cost of all gas used by Operator in providing a transportation service using the DBNGP, including gas used as compressor fuel, gas used as fuel in gas engine alternators and heaters, gas vented during maintenance activities, and gas lost from the pipeline	GJ (throughput) km

3.12. The result of this approach to cost allocation would see the tariffs for full haul, Part Haul and Back Haul services to be as follows (applying the values used to establish the Total Revenue as set out in Submission# 51):

| Service

Tariff	Full Haul	Part Haul	Back Haul
$/GJ	$1.019190	-	-
$/GJ km	N/A	$0.000793	$0.000793

3.13. If Amendment 9 were to be retained in the Regulator's Final Decision, Operator would expect that the Regulator change the basis of cost allocation for Reference Tariff determination and adopt the allocation factors set out in Table 1.