

3 November 2023

Ms Jenness Gardner

CEO
Economic Regulation Authority
Level 4, Albert Facey House
469 Wellington Street
Perth WA 6000

Dear Jenness,

Re: DBP Access Arrangement – Scheduled Tariff Variation 1 January 2024

We wish to advise the ERA that, in accordance with clause 11.3 of the DBNGP Access Arrangement, as from 1 January 2024 the Reference Tariffs in the DBNGP Access Arrangement will be varied to be consistent with the Reference Tariffs calculated by the ERA's model after applying the method set out in Annexure A of the DBNGP Access Arrangement.

The methodology outlined in Annexure A gives effect to:

1. the CPI formula variation (outlined in Annexure A2 of the DBNGP Access Arrangement);
2. a trailing average approach to estimating the debt risk premium (outlined in Annexure A3 of the DBNGP Access Arrangement); and
3. the adjustment associated with Rebateable Non-Reference Service Revenues (outlined in Annexure A5 of the DBNGP Access Arrangement)

Schedule 1 to this letter states each of the varied Reference Tariffs that will be applicable to relevant shippers at 1 January 2023.

The table below sets out the revenue data for each of the Rebateable Non-Reference Services identified in the ERA's Final Decision.

Service	Revenue
Peaker Service	
Other Reserve Service	
Ullage Service	
Spot Capacity	
Total	\$38,161,997

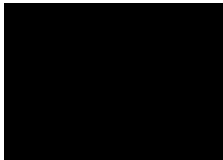
The impact of the Rebateable Non-Reference Service revenue shown in the table above, on tariffs for 2023, is to reduce it by \$0.149/GJ. Part and Back-Haul Services are reduced proportionately by your model.

The Rebateable Non-Reference Service revenues for the twelve months to the end of September 2023 have been calculated from our invoice records, which provide a detailed breakdown of revenue by service type. The service types have been mapped and filtered to the specifications outlined by the ERA in the Access Arrangement.

A statement from our Chief Financial Officer, Paul May, in relation to the non-reference rebateable revenue data is attached at Schedule 2 of this letter.

We also confirm that, based on our review of the tariff model, it correctly and accurately applies these revenues to the determination of the 2024 Reference Service tariffs.

Yours sincerely,



Roxanne Smith
Executive General Manager Corporate and Regulation

Schedule 1 – Scheduled Reference Tariff Variation 1 January 2024

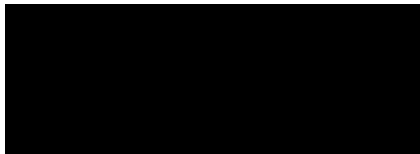
Reference Tariff	2024 Jan - Dec
Full Haul T1 Service (T1 Service)	
Tariff [\$/GJ/day]	
Capacity Reservation Tariff	1.337870
Commodity Tariff	0.083071
Total Tariff	1.420941
Part Haul T1 Service (P1 Service)	
Tariff [\$/GJ/day/km]	
Capacity Reservation Tariff	0.000956
Commodity Tariff	0.000059
Total Tariff	0.001015
Back Haul T1 Service (B1 Service)	
Tariff [\$/GJ/day/km]	
Capacity Reservation Tariff	0.000956
Commodity Tariff	0.000059
Total Tariff	0.001015

Schedule 2 - Confirmation of Rebateable Non-Reference Service Revenue

I, Mr Paul May, Chief Financial Officer, confirm that to the best of my knowledge, the Rebateable Non-Reference Service revenue set out in the table below in respect of the period 1 October 2022 to 30 September 2023 is true and accurate.

Service	Revenue
Peaker Service	
Other Reserve Service	
Ullage Service	
Spot Capacity	
Total	\$38,161,997

Signed by:



Paul May
Chief Financial Officer

3 November 2023