Eastern gas supply risk group



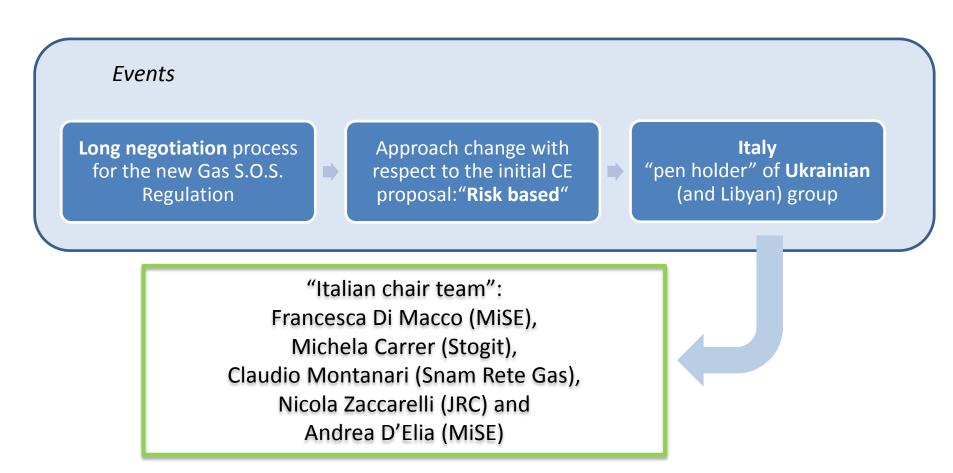
Ukraine route



Security of Supply Coordination Group 11th meeting GAS Sub Group

Performing and implementing Regulation EU 2017/1938

19 September 2018 Ljubljana

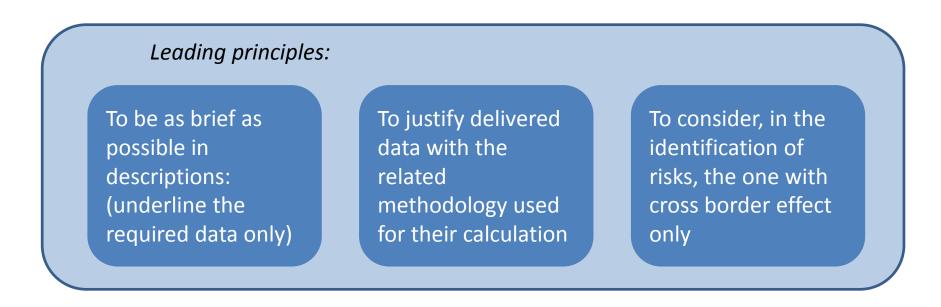




- Drafting of a <u>Cooperation mechanism</u>. It provides:
 - > Aims
 - Some procedural aspects
 - Chair's and MSs' duties
 - Contact list
- <u>Kick off meeting</u> and presentation of an indicative calendar of following meetings.

The idea was to have a meeting for each chapter (description of the system, infrastructural standards, identification of risks, risk analysis and evaluation, conclusions) of the Common Risk assessment, and in the time between meetings try to summarize and draft the chapter.





Nevertheless...

We experienced some "first-timers" problems in organising meetings and phone connections, asking for data and delivering minutes.

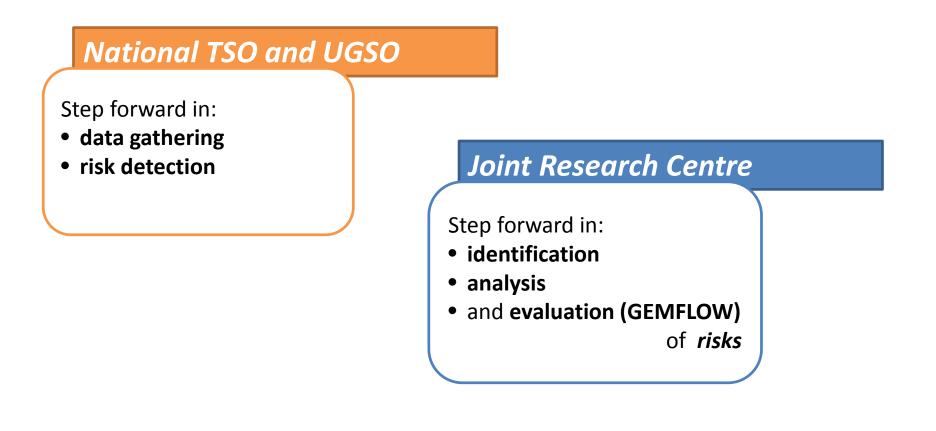
It's been a learning-by-doing process for our team



- Broad **participation** to events.
- **Fruitful discussions**, helped by **informal approach**, in order to clarify new and difficult sides of the process.
- Wide helpfulness in **sharing data**.
- All together we managed to keep following the path drawn by the Regulation **avoiding "detours"** into off-scope terrains
- Will to share organizational burden. Special thanks to Austria and JRC for hosting meetings of the group and even to those who offered to host as well but unfortunately wasn't possible to organize.



We tried to involve in the process as much as possible **TSOs**, **UGS operators** of the relevant MSs and **JRC** as well.





The *lessons learnt* are the following:

- <u>Sitting around a table</u> (better real than virtual) is always the best way to work together, building connection and networks useful for any purpose related to security of supply and other purposes around this subject.
- Some time it is better to deliver <u>possible</u> solutions against <u>perfect</u> solutions taking into account a given constraint.
- Drafting the Common Risk Assessment for the first time helped to check the time schedule provided by the Regulation: maybe a slightly <u>longer period</u> could have helped to deliver a more accurate analysis.

Objectives for the **next** CRA:

- To have a <u>more harmonized methodology</u> among MSs in calculating or gathering all the data and formula requested by the Regulation.
- MSs should activate beforehand to involve relevant TSOs more in depth into this activity in order to be able to perform <u>higher quality analysis of the transportation</u> <u>systems</u> (e. g hydraulic model simulations).



Thanks for your attention

Andrea D'Elia