

Stage 01: Modification

0486:

Use of the Pre-Payment Profile For IGTs

At what stage is this document in the process?

01 Modification

02 Workgroup Report

03 Draft Modification Report

04 Final Modification Report

Allow Pre-Payment and & Smart Pre-Pay Supplies on the IGT networks to be reconciled on a Pre-Payment Profile.



The Proposer recommends that this modification should:

- be assessed by a Workgroup



High Impact:
SSP Shippers



Medium Impact:
Xoserve



Low Impact:
LSP Shippers

0486

Modification

25 February 2014

Version 1.0

Page 1 of 6

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Contents

1	Summary
2	Why Change?
3	Solution
4	Relevant Objectives
5	Implementation
6	Legal Text
7	Recommendation

About this document:

This modification will be presented by the proposer to the panel on 20 March 2014.

The panel will consider the proposer's recommendation and agree whether this modification should be:

- referred to a Workgroup for assessment.



Any questions?

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Xoserve



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0486

Modification

25 February 2014

Version 1.0

Page 2 of 6

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1 Summary

Is this a Self-Governance Modification?

This is not a self-governance modification as this would oblige the Transporters Agency to apply the pre-payment profile for UNC0451AV to the iGT supplies and this will result in credit/debit invoice being issued to shippers.

Is this a Fast Track Self-Governance Modification?

This is not a self-governance modification and so fast track would not be able to be applied.

Why Change?

We have raised IGT modification 054 so that the pre-payment and smart meters in pre-pay mode on the IGT networks will be subject to the same pre-payment profile as those on the Large Transporters Networks under UNC modification 0451AV. This modification is being raised to enable The Transporters Agency to receive the reports from the IGTs of the pre-payment and smart meters in pre-pay mode on their networks, apply the 0451AV pre-payment profile and make the relevant adjustment.

If iGT054 is approved then the IGT's would be obligated to send to The Transporters Agency a monthly list of supply points within their networks that have pre-pay or smart pre-pay meter installed. However currently there is no obligation on The Transporters Agency to do anything with this data.

Solution

The intent of this modification is to obligate The Transporters Agency to apply the pre-payment profile under 0451AV to the sites on the monthly IGT report of pre-pay and smart pre-pay meters on their networks.

Relevant Objectives

d) Securing of effective competition

Applying the 0451AV profile to the pre-pay meters on the IGT networks would result in a more accurate allocation of costs within this area and further effective competition.

Implementation

No implementation timescales are proposed, however we propose that if approved this modification would need to be implemented as soon as possible after a decision is made to ensure that if approved iGT054 would be able to operate.

2 Why Change?

If iGT054 is approved then the IGT's would be obligated to send to The Transporters Agency a monthly list of supply points within their networks that have pre-pay or smart pre-pay meter installed. However currently there is no obligation on The Transporters Agency to do anything with this data.

3 Solution

The intent of this modification is to obligate The Transporters Agency to apply the pre-payment profile under 0451AV to the sites on the monthly IGT report of pre-pay and smart pre-pay meters on their networks. This report will be sent to the Transporter Agency on a monthly basis and using this report the Transporter Agency will then apply the prepayment profile to these sites and make the relevant adjustment.

Business Rules:

1. Between the 21st and 27th days of each month the Transporter Agency will receive from each IGT a single report listing the supply points on their networks where pre-payment meters or smart meters operating in pre-payment mode are installed.
2. Using this report the in 1, the Transporter Agency will calculate the adjustment amount using the 0451AV pre-payment profile and produce the appropriate credit/debit invoice as per 0451AV.
3. If a report is not received from an IGT or received after the 27th day of the month then the Transporter Agency will use the IGT report from the previous month.

User Pays

Classification of the modification as User Pays, or not, and the justification for such classification.

No User Pays service would be created or amended by implementation of this modification and it is not, therefore, classified as a User Pays Modification.

Identification of Users of the service, the proposed split of the recovery between Gas Transporters and Users for User Pays costs and the justification for such view.

n/a

Proposed charge(s) for application of User Pays charges to Shippers.

n/a

Proposed charge for inclusion in the Agency Charging Statement (ACS) – to be completed upon receipt of a cost estimate from Xoserve.

n/a

0486

Modification

25 February 2014

Version 1.0

Page 4 of 6

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4 Relevant Objectives

Impact of the modification on the Relevant Objectives:

Relevant Objective	Identified impact
a) Efficient and economic operation of the pipe-line system.	None
b) Coordinated, efficient and economic operation of (i) the combined pipe-line system, and/ or (ii) the pipe-line system of one or more other relevant gas transporters.	None
c) Efficient discharge of the licensee's obligations.	None
d) Securing of effective competition: (i) between relevant shippers; (ii) between relevant suppliers; and/or (iii) between DN operators (who have entered into transportation arrangements with other relevant gas transporters) and relevant shippers.	Positive
e) Provision of reasonable economic incentives for relevant suppliers to secure that the domestic customer supply security standards... are satisfied as respects the availability of gas to their domestic customers.	None
f) Promotion of efficiency in the implementation and administration of the Code.	None
g) Compliance with the Regulation and any relevant legally binding decisions of the European Commission and/or the Agency for the Co-operation of Energy Regulators.	None

d) Securing of effective competition

Applying the 0451AV profile to the pre-pay meters on the IGT networks would result in a more accurate allocation of costs within this area and further effective competition

0486

Modification

25 February 2014

Version 1.0

Page 5 of 6

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5 Implementation

- No implementation timescales are proposed, however we propose that if approved this modification would need to be implemented as soon as possible after a decision is made to ensure that if approved iGT054 would be able to operate.

6 Legal Text

Legal text is to be provided.

7 Recommendation

We propose that this modification is sent to a Workgroup for assessment, as the purpose of the modification is to extend 0451AV to the IGT network.

The Proposer invites the Panel to:

- Determine that this modification should be issued to a Workgroup for assessment.