



Project Nexus Workgroup

Adjustment Principles

4th November 2014

- In current processes DM consumption adjustments are raised by the relevant DMSP via either an online (via DN Link) or offline (via paper ADJ1) submission.
- NDM consumption adjustments are raised by the relevant Shipper in CMS (Contact Management Service).
- On implementation of Project Nexus and retrospective adjustment functionality some of the existing reasons for raising a Consumption Adjustment will not be required.
- DMSPs will have access to raise an RFA directly or submit an adjustment template in response to a Shipper raised DMQ.

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Adjustment Principles

- Consumption adjustments are currently raised in CMS as a CDQ or RFA contact with one of the below reason codes:

Code	Description	Code	Description
RIR/1a	Incorrect cyclic read (app)	AEX/7b	Late or missing corrector reset details (amend)
RIR/1b	Incorrect cyclic read (amend)	AMR/8a	Late or missing meter removal (app or amend)
ROP/3a	Incorrect opening read (amend)	CTZ/10a	Incorrectly through the zeroes (amend)
RFN/4a	Incorrect final read (amend)	CRI/11a	Corrector reads incorrect with correct meter reads (amend)
AIA/5a	Asset incorrect with correct readings (amend)	CPU/z	Consumption has not registered at the meter (app or amend)
AIR/6a	Assets incorrect with incorrect readings (app)	CMP/z	Multiple/complex problems (app or amend)
AEX/7a	Late or missing meter exchange details (amend)		



Adjustment Principles Cont.

- Following the implementation of Project Nexus, Shippers will be able to retrospectively update assets and replace reads via a direct file to UKLink. As a result, adjustment reason codes relating to asset or read data will no longer be required.
- The CDQ/RFA reason codes will therefore be rationalised to a single code: CMP/z
- CMP/z reason code may be utilised for adjustments relating to:
 - Faulty Assets
 - Bypass Meters
 - OFFMAT
- Adjustments for Theft of Gas and Daily Read Errors will continue under the TOG and DMQ contact codes.

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Transition Requirements

- DM adjustments in flight at cut over will be updated by the DMSP into CMS where appropriate.
- Where the DMSP determines that an in flight DM adjustment would be suitable for a retro update or upon receipt Xoserve determines the same, the DMSP will advise the relevant Shipper to submit a file update with the appropriate details.
- If an adjustment is received following Project Nexus implementation which does not meet validation requirements as a CMP/z, TOG or DMQ because it requires a retrospective asset or read update then it will be rejected and must be submitted via file, even where the adjustment relates to a period prior to 1st Oct 2015.

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Transition Requirements Cont.

- CMS contacts with a reason code due to be de-commissioned will be actively managed prior to Cut Over and will be closed out prior to Cut Over [date TBC in Cut Over plan). Outstanding CMS contacts received prior to cut over will be resolved within the M+2 standard.
- Shippers may continue to raise RFA/CDQ requests under the CMP/z reason code until Cut Over and these will continue post Project Nexus implementation.
- Adjustments which span or relate to periods prior to cut over will feed the transitional RbD smear for 12 months after UKLR goes live, thereafter the values will be fed into the Unregistered Gas smear.

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