

# xserve



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## Project Nexus Workgroup Re-Synch calculation

12<sup>th</sup> May 2015

# Background

- Requested at the 10<sup>th</sup> March (Action 0310) Workgroup for “Xoserve to confirm the management of drift calculation”.
- Following slides provides the following
  - Check Read Requirements
  - Submission of a Check Read
  - Drift apportionment for Class 1 & 2 meter points
  - Drift apportionment for Class 3 & 4 meter points

# Note

- Terminology used;
  - A ‘Check Read’ is a valid on-site meter read taken during the Site Visit
  - A ‘Site Visit’ is the visit to the premise in order to check the meter and the read equipment
  - A ‘Re-Synch’ is where the read equipment is re-synchronised with the meter
  - ‘Drift’ is the difference in volume recorded between the meter and the read equipment.

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# Check Read Requirements

- Where equipment is installed at the meter point that derives the read using pulses from the meter, a Site Visit is required to align read on the meter to the read on the daily read equipment.
- Any variance between the meter and the daily read equipment requires the two to be re-synchronised. The variance is known as 'drift'.
- The reads taken from the Site Visit are known as a 'Check Read'
- Drift can be positive, negative or zero. Where it is zero the Check Read must still be recorded.

# Submission of a Check Read

- The following obligations apply with respect to carrying out a Site Visit;
  - Class 1: by the DMSP every 12 months
  - Class 2: by the Shipper every 12 months
  - Class 3: by the Shipper every 12 months
  - Class 4: by the Shipper
    - Where the meter read frequency is monthly; every 12 months
    - Where the meter read frequency is annual; every 24 months

# Monitoring the Check Read Obligations

- For Class 2, 3 & 4;
  - The Shipper will update UKLink when an AMR is installed.
  - If a date of installation is provided this will be recorded as the install date
  - If a date is not provided the AMR install date will be recorded as the update date of the AMR flag on UK Link.
- The date of the AMR installation will set the anniversary date for the Check Read
- 1 month before the Check Read is due a notification will be issued to the Shipper
- A further notification will be issued if the Check Read details have not been received 2 months after the due date
- Where there is a transfer of ownership, the obligation will transfer to the new Shipper
  - Date of the last Check Read will be sent to the Proposing Shipper

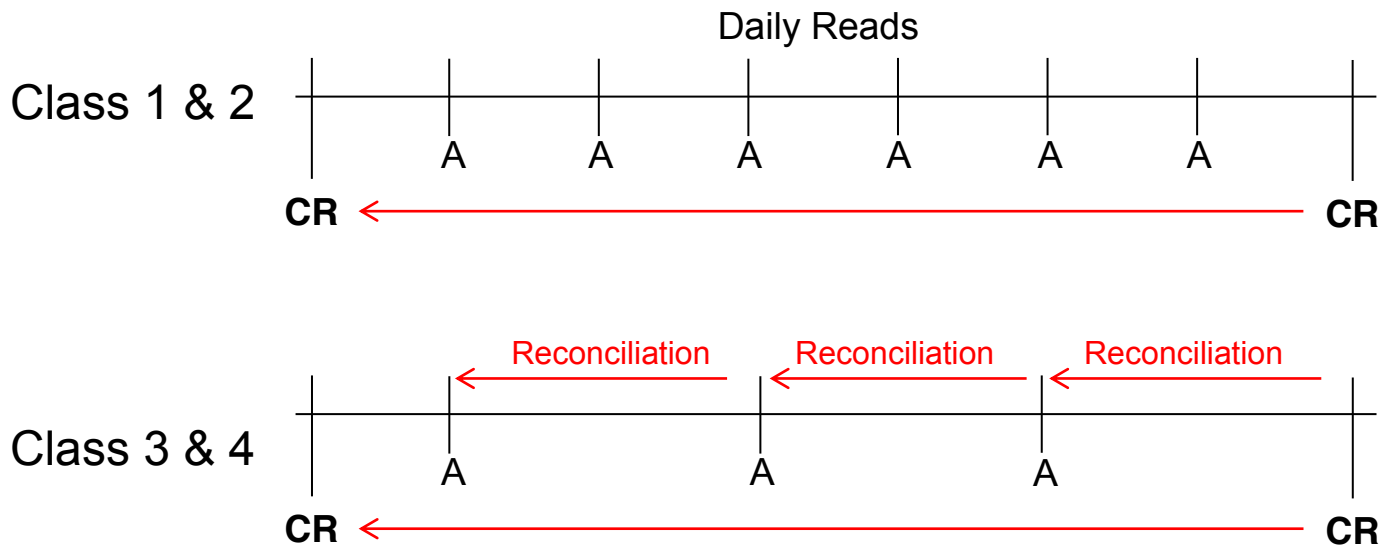
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# Why have a Check Read

- Check Reads are required where equipment (AMR) is installed that derives the reads from the meter.
- The Check Read identifies where the meter and the equipment are not synchronised and will detect any drift between the meter and the equipment. Any drift is then apportioned across the relevant period.

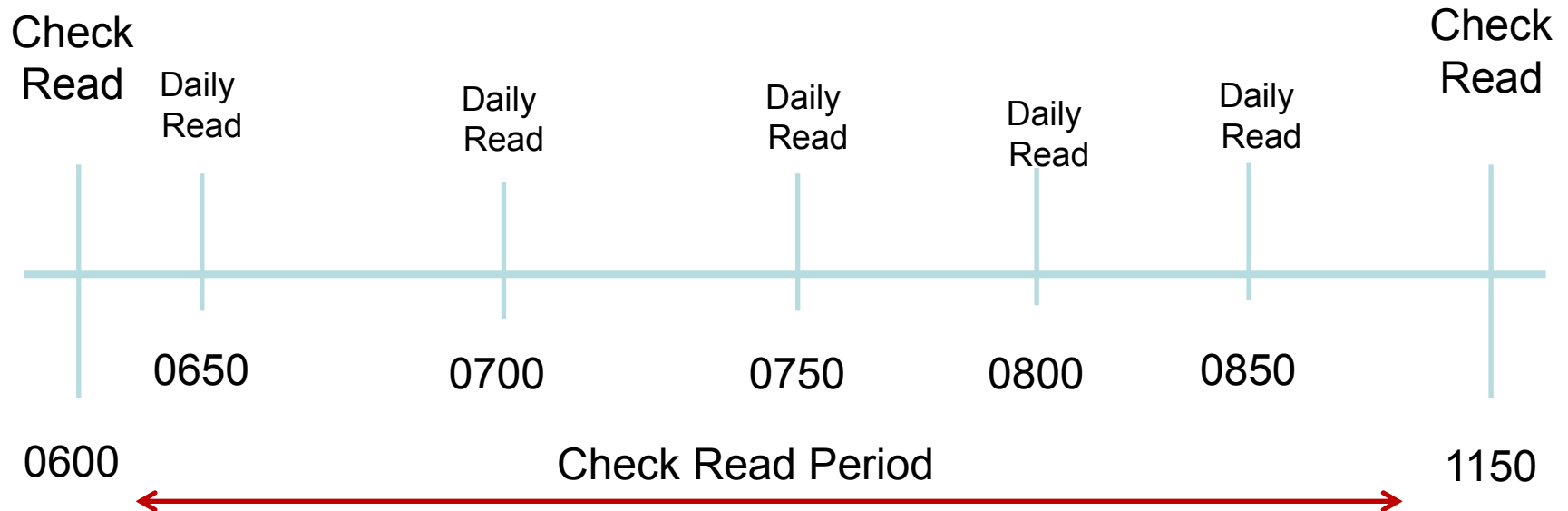


# Check Read Period

- The following will be classed as a Check Read ;
  - Check Read
  - Meter or Convertor installation
  - AMR installation
  - Shipper transfer read
  - Bypass Closing Read
- Therefore a Check Read Period is triggered by any of the above to the latter of;
  - Previous Check Read
  - Meter or Convertor installation
  - AMR installation
  - Shipper transfer read
  - Bypass Closing Read

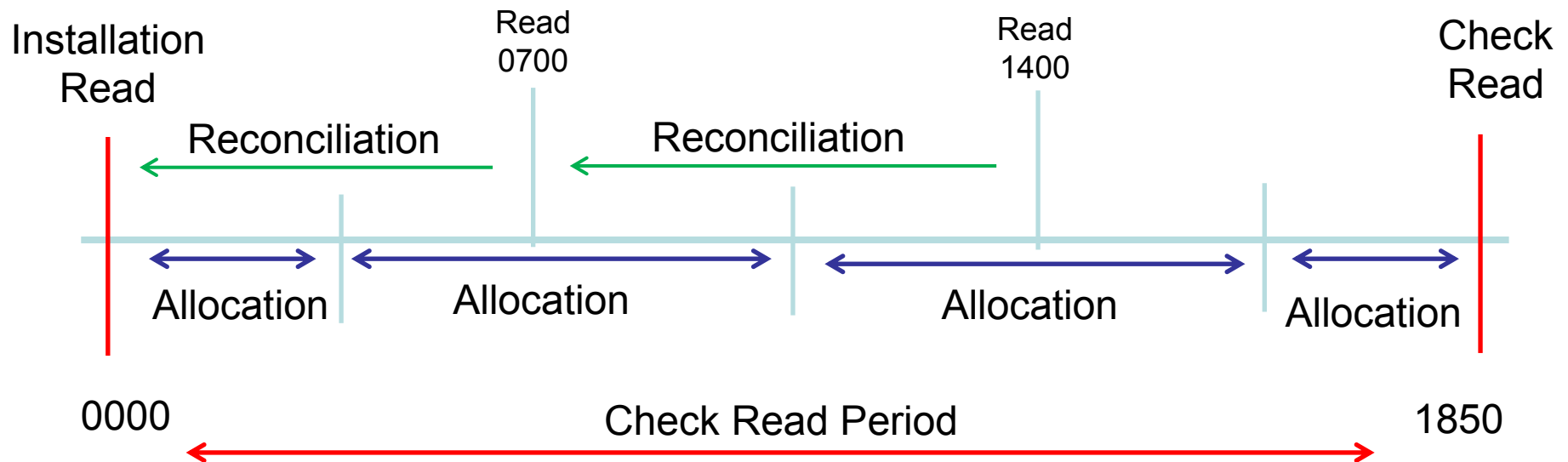


# Drift Apportionment – Class 1 & 2



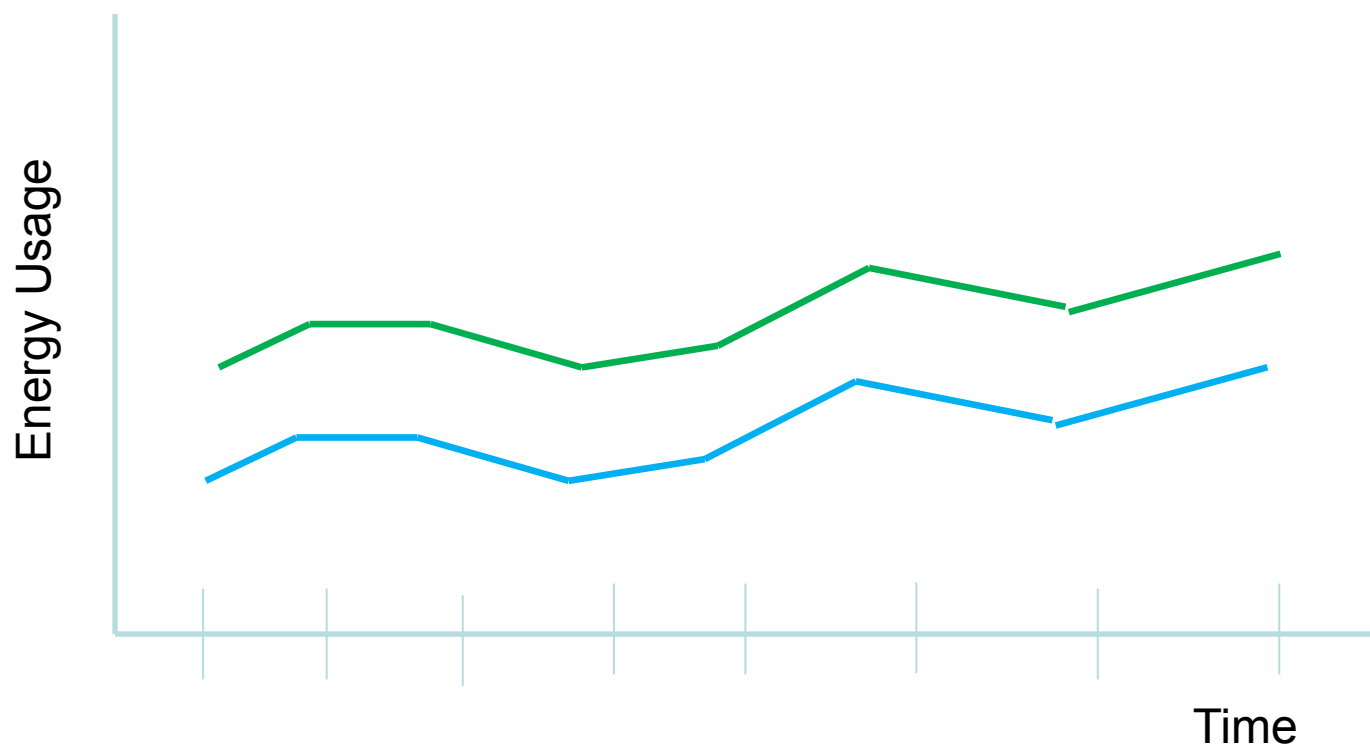
- Daily reads (from the daily read equipment) have recorded a consumption of 250 since the previous Check Read (0850 – 0600)
- Consumption of 550 actually used between latest & previous Check Read
- Consumption of + 300 needs to be apportioned over the period
- The total consumption used for the period: 0550, is apportioned using the same 'profile' as the original allocation (daily allocation)
- The new consumption for the gas day is used to calculate an energy
- Latest energy compared to prevailing energy & reconciliation processed on the difference

# Drift Apportionment Class 3 & 4



- Allocation based on demand estimation profiles
- Reconciliation processed following receipt on an actual read
  - Reconciliation of 1400 in total
- Total of 1850 actually consumed between Check Read & installation read
- Consumption of + 450 needs to be apportioned over the period
- The total consumption used for the period: 1850 is apportioned using the same 'profile' as the original allocation
- The new consumption for the day is used to calculate an energy
- Latest energy compared to prevailing energy & reconciliation processed on the difference

# Methodology for applying the Drift



- Original allocation
- Reconciliation energy

# Proration Rules Class 1 and 2

- Calculate the volume for the Check Read Period (A)
- Calculate the total prevailing volume between the two reads (B)
- Identify the prevailing volume for each day (C)
- Calculate the new prevailing volume for the day as;
  - Revised volume =  $(C / B) \times A$

# Proration Rules Class 3 and 4

- Calculate the volume for the Check Read Period (A)
- Calculate the total prevailing volume between the two reads by summing the prevailing consumptions between reads (or where no reconciliation has taken place – deemed) (B)
- Identify the prevailing volume for a period (C)
- Calculate the new prevailing volume for the period as;  
Revised volume =  $(C / B) \times A$

# Processing Check Reads

- For Class 1 and 2
  - Check Reads will only be processed after Exit Close Out
  - The total energy to be allocated following a Check Read is apportioned based on the prevailing closed out daily energy
  - The new energy will become the latest prevailing energy
- For Class 3 & 4
  - Check Reads will be processed after M+10
  - Where reads have been received, the reconciliation based on the reads will be processed before the Check Read
  - Where there is no reconciliation for a period the 'drift' will be apportioned to the allocated volume
- Shipper Transfer
  - A Site Visit should be carried out on the date of transfer to avoid the risk of any 'drift' between Check Reads being apportioned to the Incoming Shipper