

## Stage 01: Modification

# 0514:

## Extending the Daily Metered 'voluntary' service to Project Nexus Implementation Date plus six months

At what stage is this document in the process?



*This modification seeks to permit Daily Metered (DM) Supply Points that do not meet the DM 'mandatory' criteria but are eligible to be read daily by the Transporter to migrate as Class 1 Supply Points at the Project Nexus Implementation Date. This transitional arrangement will end at the earlier of either: an event that assesses the Supply Point Classification Class 1 criteria; or, 6 months from the Project Nexus Implementation Date.*



The Proposer recommends that this modification is:

- assessed by the Workgroup



High Impact:  
None identified



Medium Impact:  
Gas Transporters; Users



Low Impact:  
None identified

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## About this document:

The proposer presented this modification to the UNC Modification Panel on 18<sup>th</sup> September 2014.

Any questions?

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# 1 Summary

## Is this a Self-Governance Modification?

The Modification Panel determined that this that this modification will not be subject to Self-Governance as it may have a material impact on existing gas consumers.

## Why Change?

The Daily Metered 'voluntary' (DMV) service ends on 1st October 2015, as defined by UNC Modification 0441. A number of industry parties have expressed a concern that this single migration event may impact the quality of service provided to the consumer at a time of significant change.

## Solution

This modification proposes that the DMV service be extended to Project Nexus Implementation Date plus six months and that relevant Supply Points (that would not ordinarily meet the Class 1 criteria) are migrated to Class 1 as part of UK-Link programme data migration.

## Relevant Objectives

It is expected that this modification would further Relevant Objective (f). The measures identified in this Proposal would assist Users and Transporters migration to new systems whilst reducing potential impacts on consumers.

## Implementation

No implementation timescales are proposed, however this modification could be implemented at any time following an Authority decision to do so.

## Does this modification affect the Nexus delivery, if so, how?

This modification facilitates implementation of Project Nexus by aiming to reduce transition issues at the time of implementation.

## 2 Why Change?

The UNC permits Users to register a Supply Point as DMV ('voluntary') i.e. that the Transporter will provide a daily read service at the request of the User for a relevant Supply Point which is not subject to the Daily Read Requirement. A significant proportion of DM sites are DMV sites some of which have a low consumption.

UNC Modification 0224 introduced a DME ('elective') service in November 2010, which provided the ability for Users to procure their own daily reads and submit these to the Transporter on a daily basis. UNC Modification 0345 was subsequently implemented which provided that DMV would be phased out by the end of 2013. UNC Modification 0441 then deferred the date by which DMV would be phased out to be the Project Nexus Implementation Date. Presently the Daily Metered 'voluntary' (DMV) service ends on 1<sup>st</sup> October 2015, as defined by UNC Modification 0441. This date was selected as it is the planned implementation of the UK Link Programme (incorporating the Project Nexus requirements as defined within Modifications 0432, 0434 and 0440 (if implemented)).

The implementation of the Project Nexus related UNC Modifications results in the cessation of the DMV service. At the Project Nexus implementation date (defined as the Project Nexus Implementation Date in GT Section C) the Supply Points classified as DMV need to be migrated to the appropriate Supply Point class. Some industry parties have expressed a concern that this single migration event may impact the service provided to the consumer and will create a peak workload of site visits and reconciliations as the physical works are undertaken to remove (or cease) the DMV reading service provided by the Transporters.

In order to avoid a period of Non-Daily (NDM) Metering for such Supply Points, Users presently have the option of using the DME service. This would require development of processes by Users to support the DME arrangements, which ostensibly equates to the new Class 2 product but have a number of significant differences. It is understood that development of contracts to support migration to Class 2 would be complicated by requiring this short period of utilising the DME facility. Consequently, Users have indicated that they would have little option but to migrate relevant Supply Points to NDM at the last opportunity, which may entail the Transporter being required to do so to do so on their behalf.

Modification 0441 did not allow for a phased migration of such Supply Points. A risk is therefore created that the Transporter would have limited notice of whether a User intended to nominate and confirm the relevant Supply Point as NDM or DME, or whether they would expect the Transporter to reclassify as NDM. Where Users elected the shortest migration period, this would require Transporters to obtain a significant number of physical Meter Readings for the purpose of Individual Meter Point Reconciliation within the 5 day closeout window. The inability to plan for this work creates a significant risk that reconciliation activities would not be completed potentially leading to unreconciled energy.

The relevant timescale showing key events is illustrated below:

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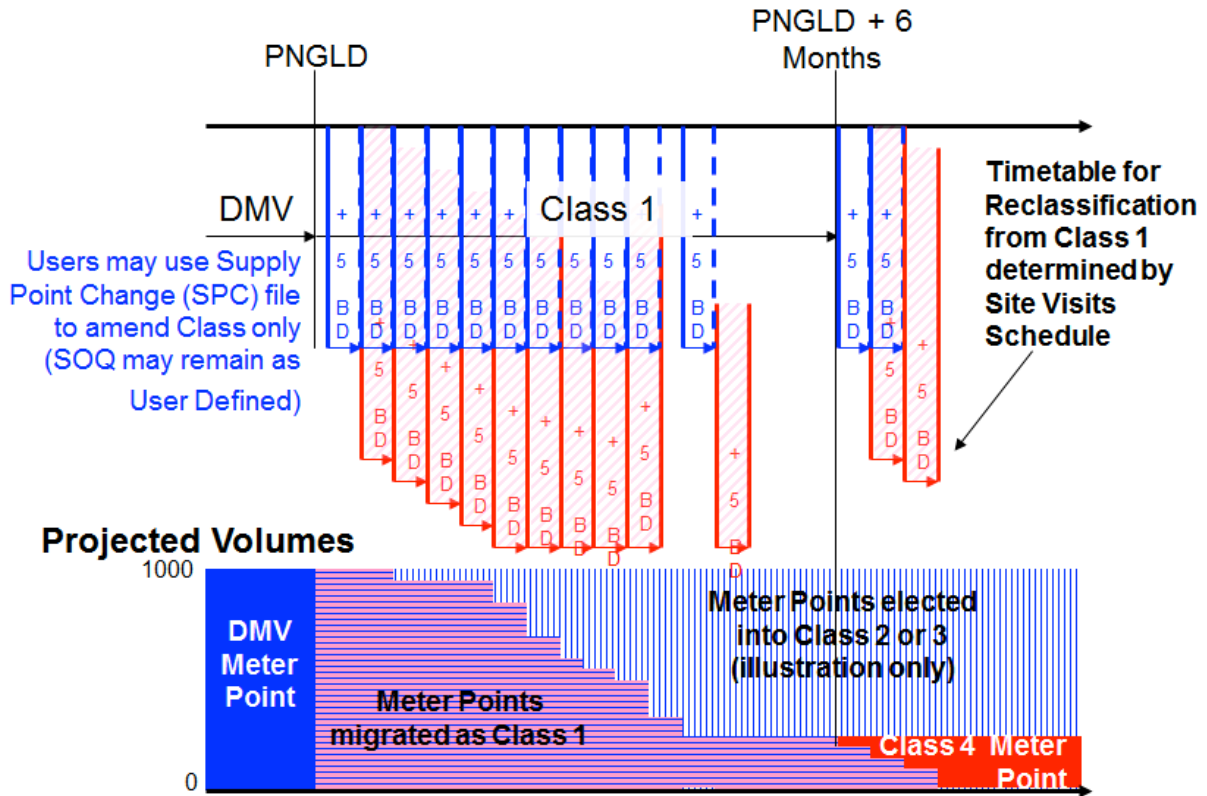
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# UNC Modification 0514 Timeline



To mitigate against these effects, it would be beneficial to consumers that Transporters continue to provide the DMV service for a period of six months after the Project Nexus Implementation Date. This modification seeks to permit those Supply Points that at Project Nexus Implementation Date are DM but do not meet the Class 1 Supply Point classification criteria to remain as Class 1 for a limited 'transitional period'.

Within the transitional period, while the Registered User may reclassify a DMV Supply Point at any time, it is required that all DMV Supply Points are eliminated at the end of the period and that any intervention by the Transporter to reclassify at the end of the period should be on an exceptional basis. While not part of this Modification Proposal, in the interests of transparency, Transporters would provide a progress report to the industry monthly on an anomalous basis. Transporters may also at their discretion provide non-anomalous information to the Authority.

### 3 Solution

UNC transitional terms relevant to TPD Section G are required such that the DMV service be extended beyond the Project Nexus Implementation Date for six months and that such Supply Points (that would not ordinarily meet the Class 1 eligibility criteria) but the User has elected for the Transporter to provide daily reads are migrated to Class 1 as part of UK-Link programme data migration.

The transition period is for a maximum of 6 months from the Project Nexus Implementation Date.

The Registered User may, at any time within this six month period, provide a transaction (either a Supply Point Reconfirmation or Supply Point Amendment) to transfer a DMV Supply Point to another Class.

Any Supply Point Nomination and/or Supply Point Confirmations submitted by Users post Project Nexus Implementation Date must adhere to the relevant Supply Point classification criteria.

The Registered User shall be responsible for amending the classification by the end of transition period.

Where a Supply Point does not meet the Class 1 criteria by the end of the transition period the Transporter shall reclassify this on the User's behalf to class 4 within a month and notify the relevant User based upon a schedule determined solely by the Transporter. This schedule would enable Transporters to obtain the relevant Meter Readings for the purpose of DM reconciliation. The Transporter shall initiate this reclassification only once the 6 month transitional period has expired.

Once a Supply Point that was subject to the transition period has been amended to an alternative Supply Point classification any attempt to reclassify the Supply Point shall be assessed against the Daily Read Requirement. i.e. any Supply Points that do not meet the Class 1 Criteria would not be permitted to return to the Class 1 Supply Point classification regardless of whether the transition period has elapsed or otherwise.

#### User Pays

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.

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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.	None
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.	Positive
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

### Relevant Objectives

It is expected that this modification would further Relevant Objective (f). In order to assist Users and Transporters to migrate to new systems whilst reducing potential impacts to Consumers by extending the DM Voluntary service for a transitional period of 6 months from Project Nexus implementation.

## 5 Implementation

No implementation timescales are proposed, however this modification could be implemented at any time following an Authority decision to do so.

## 6 Legal Text

To be provided.

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## 7 Recommendation .

The Proposer invites the Workgroup to:

- ASSESS the modification.

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