

UK Link Committee



Process, Roles and Responsibilities

UKLC



- The Transportation Principal Document Section U 1.1.7 defines the **UK Link Committee** as the “*Uniform Network Code Committee or any relevant Sub- committee.*” The UNCC has, therefore, set up a Sub-committee to meet monthly as the UK Link Committee to fulfill the functions set-out in Section U.

Membership



- Up to nine Shipper members. The Gas Forum manages the process for nomination, on behalf of Shippers.
- Members can appoint alternates to attend on their behalf and a single alternate may represent more than one member.
- Whilst each Transporter has the right to make its own nominations, Xoserve has currently been appointed as alternate to represent NTS and all DNs.
- Attendance is open, however contribution by non members is by the Chairs consent.
- All meetings will be chaired by the Joint Office, which will also provide a secretary.

Business



- The quorum is the same as that for the UNCC. This is at least six voting UK Link Committee members or their alternates, of which at least two shall be Shippers and two Transporters.
- All decisions are by consensus. Consensus is defined as “a general agreement and does not require that unanimity be reached.” Where such agreement is not obtained, **the Chair is to submit the matter to the UNCC for consideration.**

Note: matters to be determined by the UNCC will be by panel majority

Scope of UKLC



- Approve change plans for Class 2 and where applicable Class 3 Modifications (Modification Class see detailed slides at end of presentation)
 - *Class 2 - a UK Link Modification which is required under paragraph 7.3.2 or a Shipper Modification which requires Transporters to make a Class 2 or 3 Modification*
 - *Class 3 - Transporter Modification where costs are to be recovered from UK Link Users*
- Review monthly performance report
- Review or consider changes to UK Link Manual
- Review of proposed modifications
- Review of visible Class 1 UK Link Modifications
 - *is a Transporter Modification which will have no adverse operational or other adverse impact on any UK Link User and will not require any UK Link User to incur any cost.*

Implementation Plan



- The implementation plan is to be discussed by the UKLC at one or more meetings at the request Transporters.
- Transporters may on one or more occasions revise the implementation plan on the basis of any such discussion and resubmit such revised plan to the UKLC.
- If by consensus of the members of the UKLC approve the implementation plan, the Transporters will proceed to implement the proposed modification in accordance with the implementation plan.

Consultation and Approval



- Implementation Plan issued to consultation for 10 Business Days – Day following UKLC meeting
- Transporters reviews comments and amend Implementation Plan and/or provide responses – notification issued within 4 to 9 Business Days dependent on 5 week months
- Members consider Implementation Plan for Approval at next UKLC meeting with a minimum of 4 Business Days notice to members
 - *(see timeline included in ToR)*

Implementation Plan – no consensus



- Transporters may, where they consider that the making of the modification in accordance with its implementation plan is necessary to enable the Transporters or Users to comply with the Code or any Legal Requirement, notify Users that they intend to proceed with the modification;
- Within 5 Business Days where the Transporters have given a notification of implementation and following an appeal by any User the Authority shall give Condition A11(18) Disapproval to the Transporters doing so;
- except where the Transporters (unless they decide to withdraw their proposal) refer the implementation plan to the Uniform Network Code Committee.
- *It should be noted that the item would need to be included on the agenda of the following months UNCC meeting unless UNCC members agree to take the item at short notice*

Class 1 Modification



- A "**Class 1 Modification**" is:
 - a Transporter System Modification which will have no adverse operational or other adverse impact on any UK Link User and will not require any UK Link User to incur any cost to be borne by it in accordance with paragraph 8.1.3(b), or which has been consented to by all UK Link Users on whom such modification will have such an impact; or
 - a Manual Modification (other than one within paragraph 8.2.4(b)) required:
 - as a consequence of any Transporter System Modification or User System Modification made in accordance with this paragraph 8; or
 - to correct any inaccuracy in the UK Link Manual so that it correctly describes any aspect of UK Link which is not itself the subject of a Transporter System Modification or User System Modification.

Class 2 Modification



- A "**Class 2 Modification**" is:
 - a UK Link Modification which is required under paragraph 7.3.2;
 - a User System Modification which is required to enable a Transporter System Modification which is a Class 2 Modification or a Class 3 Modification to be implemented;
 - any other UK Link Modification (other than a Manual Modification within paragraph 8.2.4(b)) proposed by the Transporters in any of the following circumstances:
 - where:
 - the Transporters reasonably determine that the functionality or performance of UK Link is insufficient to support the implementation of relevant provisions of the Code, notwithstanding that such modification may not be required under paragraph 7.3.2, and such modification is required to make the required improvement to such performance; and
 - the Transporters do not intend that the costs incurred by the Transporters in making such modification should be recovered from UK Link Users; and
 - the costs (of revising or replacing any computer hardware or software) for UK Link Users entailed by the making of the modification are reasonable in the circumstances; or
 - where each of the conditions in paragraph 8.2.5 is satisfied in respect of such modification; or
 - where the modification is required by or in connection with a modification to the Code which is made pursuant to the Modification Rules; or
 - where the modification is to be made pursuant to paragraph 3.5.2; or
 - where the modification is made to correct a minor software error in accordance with and subject to paragraph 7.2.4.

Class 3 Modification



- A "**Class 3 Modification**" is:
 - any Transporter System Modification where the Transporters do not intend to make such modification unless the costs of making the modification are to be recovered from UK Link Users;
 - any of the following Manual Modifications:
 - a change in the Contingency Procedures which would materially worsen the ability of the Transporters and UK Link Users to communicate pursuant to the Contingency Procedures;
 - a modification of any provision of the UK Link Manual which is (pursuant to paragraph 1.4.2) expressly identified as binding on the Transporters or UK Link Users;
 - a modification in respect of the means (as described in paragraph 1.2.2) of giving a Code Communication, or the form (as described in paragraph 4.1.2), other than the inclusion of an additional such form, of giving any UK Link Communication; or
 - any other UK Link Modification which is not a Class 1 or Class 2 Modification or is one which the Transporters elect to treat as a Class 3 Modification.