

CODE MODIFICATION PROPOSAL No 0224
Facilitating the use of AMR in the Daily Metered Elective Regime

Version 1.1

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Date: 15/09/2008

Proposed Implementation Date: As directed by Ofgem

Urgency: Non Urgent

Proposer's preferred route through modification procedures and if applicable, justification for Urgency

(see the criteria at http://www.ofgem.gov.uk/temp/ofgem/cache/cmsattach/11700_Urgency_Criteria.pdf)

This modification proposal builds on the work completed in Review Group 175 "Encouraging participation in the elective DM regime".

It is requested that this modification proposal proceeds to development in a distinct development workgroup before proceeding to consultation. This modification contains draft business rules which need to be considered and reviewed by interested parties prior to consultation.

Nature and Purpose of Proposal (including consequence of non implementation)

This modification proposal seeks to facilitate the use of AMR equipment in the business market for gas. Under this modification proposal Users may elect, on a voluntary basis, to use their own AMR equipment to supply daily meter readings to the relevant Transporter for use in balancing and settlement.

The proposal fits with the government objective to roll-out AMR to the business market above 732MWh and allows for the information provided by AMR devices to be optimised by use in settlement.

The draft supply licence obligation states:

- On or from [1 January 2009], where a licensee installs or arranges the installation of a gas meter to any premises which have an annual consumption of over 732,000 kWh, the meter must either on its own or with an ancillary device –
 - a) store measured gas consumption data for multiple time periods; and
 - b) provide remote access to such data by the licensee.
- As from 1 January 2014, the licensee must not supply gas to any premises which have an annual consumption of over 732,000 kWh other than through such a meter.
- In response to a request from a customer, timely access to the data from the meter must be given to the customer supplied through that meter, or to the customer's nominated agent.

Current take-up of voluntary DM (DMSP) service

Currently, Large Supply Meter Points who are currently Non-Daily Metered (NDM) can nominate to be Daily Metered. Such a nomination under the UNC requires that a meter point is subject to Daily Metered service provision by the appointed Daily Metered Service Provider (DMSP) i.e. the local Distribution Network Owner. This process entails installation of the DMSP datalogger equipment and associated installation and rental charges to the user. DMSP charges for datalogger equipment and daily read provision are approximately £800 per year and this has been cited as some as being a barrier to participation.

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To date, numbers utilising the voluntary service have been low, as illustrated by the table below:

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NDM Band	Meter count (total)	Voluntary DM	% Voluntary DM
Bands 2-4	413,004	42	0.01%
Bands 5-8	23,870	1,301	5.45%
Total	436,874	1,343	0.3%

Source: xoserve

Draft Business Rules

This modification proposes to use the established Daily Metered systems and processes to achieve a tactical solution ahead of any changes to UK-Link systems ahead of potential changes that may be delivered by Project Nexus in 2012/13.

The following draft business rules form the basis of this proposal and outline the relevant processes involved.

1. Rollout

Implementation of this proposal will be phased as follows: The DNs suggested that phasing on a first come first served basis might be considered.

1.1 Phase 1 (12 months duration) – Phase 1 will commence on the date of implementation and end on the date of commencement of Phase 2. NDM meter points within EUC bands 6-8

will be able to be nominated as DM Elective during this phase.

1.2 Phase 2 (6 months duration) – Phase 2 will commence on the date of implementation plus 12 months or, if later, when a satisfactory checkpoint assessment has been completed by the Transporter Agency and will end on the date of commencement of Phase 3. NDM meter points within EUC bands 5-8 will be able to be nominated as DM Elective during this phase.

1.3 Phase 3 (open ended) – Phase will commence on the date of implementation plus 18 months or, if later, when a satisfactory checkpoint assessment has been completed by the Transporter Agency and will be enduring. NDM meter points within EUC bands 4-8 will be able to be nominated as DM Elective subject to a prescribed limit on the number of DM Elective meter points. This limit will initially be set at 25,000 but may be varied if the Uniform Network Code Committee so determine by Panel Majority.

1.4 Starting in the month following the commencement of Phase 3, the Transporter Agency will report to shippers on a monthly basis the number of DM Elective meter points and the prescribed limit.

2. Eligibility for DM Elective (DME)

2.1 During the rollout period incoming shippers may need to check the eligibility of new meter points on their portfolio to assess whether they can be nominated as DM Elective.

2.2 EUC band information can be checked by incoming shippers via an enquiry file submission to the Transporter Agency.

3. Registration as DM Elective (DME)

3.1 Existing NDM meter points will remain as NDM meter points unless actively nominated and confirmed by the shipper as DM Elective. Once nominated and confirmed as DM Elective, meter points will remain DM Elective unless actively nominated and confirmed otherwise.

3.2 Nomination of a DME meter point will be notified to the Transporter Agency using existing SPA processes (Nom File).

3.3 Meter point classification of DME will be recorded by the Transporter Agency on the supply point register following nomination by the shipper.

3.4 Shippers will nominate DME meter points in line with the current Daily Metered process with regards to DM AQ, DM SOQ and SHQ.

3.5 The Transporter Agency will populate the BSSOQ with the nominated DMSOQ data. [G5.2.3b provides different rules for DM mandatory – should the two be the same?](#)

3.6 The Transporter Agency will apply DM validation rules to SOQ information provided by shippers under 3.4 above.

3.7 Nomination of a DME meter point will not be referred to the relevant Transporter unless the nominated DM SOQ is greater than the previous NDM SOQ.

3.8 Nomination as a DME meter point will be taken as confirmation that equipment capable

of providing daily reads is present at the meter point.

3.9 The Transporter Agency will not be required to keep or maintain records of assets relating to equipment capable of providing daily reads at DME meter points.

4. Read Provision

4.1 Shippers will provide daily readings to the Transporter Agency using a defined format.

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4.2 Shipper submitted reads will be accepted as actual readings by the Transporter Agency subject to the prevailing DM validation rules. ST suggested that timings will need to be established for the provisions in this section.

4.3 Where the shipper provided read is not accepted the Transporter Agency will inform the shipper on the day the unacceptable read is provided.

4.4 Where the shipper does not provide a valid read for Day (D) the Transporter Agency will provide and load an estimated read:

i) The estimated read will be provided to the shipper by the Transporter Agency on the day it is produced.

ii) The estimated read service will follow the existing DM read estimation process; D-7 or where no D-7 is available then AQ/365.

iii) The estimated read service will be a user pays service and will be chargeable to shippers on a transactional basis in accordance with the Agency Charging Statement. AR suggested the charge would be very low and that different approach merited consideration if the ambition was to provide an incentive.

4.5 Actual reads may be submitted by the shipper up to D+5 to replace any estimate as per current DM rules.

4.6 Once an actual read has been accepted by the Transporter Agency this cannot be changed subsequently except via a consumption adjustment.

4.7 The consumption adjustment service will be a user pays service and will be chargeable in accordance with the Agency Charging Statement.

5. Shipper Transfer

5.2 Upon shipper transfer the incoming shipper will provide an opening (transfer) read to the Transporter Agency by [10am] on the day.

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5.3 Where the incoming shipper is unable to provide an opening read on Day 1 the Transporter Agency will provide an estimated read.

5.4 The initial opening read estimate provided by the Transporter Agency in 5.3 above shall not be chargeable to the shipper - any further estimated reads will be chargeable to the shipper as per 4.4(iii) above.

5.5 The incoming shipper will have access to the outgoing ~~supplier ID~~ at point of transfer (confirmation).

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5.6 The incoming shipper should request historic consumption data from the customer.

6. Reconciliation and Resynchronisation

6.1 When a resynchronisation has been undertaken this needs to be flagged to the Transporter Agency on the day of the resynchronisation.

6.2 Shippers will validate resynchronisation readings prior to submission to the Transporter Agency.

6.3 Where shippers identify a resynchronisation read is due, the Transporter Agency will flag reads as estimates (E) until a resynchronisation read is submitted. LW offered to provide alternative wording regarding resynchronisation to match the existing service.

6.4 Shippers will submit resynchronisation readings with the effective date of the reading to the Transporter Agency. Resynchronisation readings may be submitted up to D+5.

6.5 Rollover reconciliation is currently set to 100,000kwh for DM mandatory meter points. For DME meter points rollover size will be scaled to that meter point's previous EUC band. [needs specifying]

7. Check Readings and Inspection

7.1 Shippers will continue to perform check readings and meter inspections in line with ~~their~~ obligations. An annual check reading will be submitted (see M4.7.1).

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7.2 For DME meter points the Transporter Agency will provide to shippers the due date for the next check read and [meter inspection] upon supply point transfer. LW was concerned that xoserve would not be aware of this date.

7.3 In accordance with the Agency Charging Statement, the Transporter Agency will make available to shippers a [monthly] report on a user pays basis to detail check reading and inspection due dates.

8. Datalogger faults

8.1 Where the equipment used to provide daily reads is found to be faulty, the shipper will notify the Transporter Agency on the day it becomes aware of the fault, and the Transporter Agency will record that a fault has been identified by setting the datalogger faulty flag to live.

8.2 Any reads submitted by the shipper whilst the datalogger faulty flag is live will be rejected by the Transporter Agency and replaced by estimates as described in 4.4.

8.3 Replacement reads provided by the Transporter Agency under 8.2 above will be chargeable to the shipper in accordance with the Agency Charging Statement.

8.4 Where a datalogger fault has been fixed the shipper will notify the Transporter Agency on the day it becomes aware it has been fixed and undertake resynchronisation, and provide such

detail to the Transporter Agency, where necessary.

8.5 Where a shipper provides a zero read the Transporter Agency will accept this in line with current UNC DM processes. PC indicated some change to the existing process might be needed to accommodate this.

9. DME Ratchets

9.1 Ratchet charges will not be levied for a DME meter point until the meter point's 12 month anniversary as a DME where:

- i) The nominated DMSOQ is equal to or higher than the previous NDMSOQ

Where 9.1i is satisfied the ratchet alert will be sent to the shipper but no charges will be levied.

9.2 Ratchet charges will be applied according to the current UNC provisions where the nominated DMSOQ for a DME meter point is lower than the previous NDMSOQ.

10. Changes to classifications

10.1 Where a supply meter point no longer meets the criteria of a DM mandatory supply meter point the shipper may elect to reconfirm such meter points as DM Voluntary, DME or NDM.

10.2 Where such meter points (as per 10.1 above) remain to be read by the DMSP these shall be DM voluntary meter points and prevailing charges will be applied.

10.3 Where a DME supply meter point meets the criteria of a DM mandatory supply meter point the shipper must reconfirm that meter point as DM mandatory.

10.4 Where a DM voluntary supply meter point is nominated as DME any future change back to DM mandatory/Voluntary will incur relevant charges from the DMSP to the shipper.

End of business rules

User Pays costs and charging

This modification proposal will introduce the Daily Metered Elective regime as an optional user pays based service. This will be defined as a ~~code service and prices will be determined~~ by the Agency Charging Statement (ACS) methodology and published in the ACS. Allocation of costs will be [100%] Shipper, [0%] Transporter. Once a more accurate cost estimate has been established, charges will be fixed for the initial period and reviewed [annually] by the transporters via the ACS. The proposed menu of charges will comprise:

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i) **Fixed charges** – These charges will be applied monthly and charged on a supply meter point basis for the duration of the service, up to a maximum of [4] years. These charges aim to recover the costs incurred by the Transporter Agency for analysis, development and implementation of the central system changes.

ii) **Operational Charges** – These charges will be applied monthly on a supply meter point basis for the duration of the service. These charges aim to recover the additional operational

costs incurred by the Transporter Agency from extending the DME service.

iii) **Transaction Charges** – These charges will be applied daily and billed on a monthly basis. These charges aim to reflect the costs incurred by the Transporter Agency for the provision of additional services within the UNC regime. For example; estimated reads where a shipper has failed to provide a read in accordance with the business rules.

Rough Order of Magnitude costs

Review group 175 identified the following rough order of magnitude costs associated with this proposal:

Table 2 –

<u>Rough Order of Magnitude Costs</u> <u>£000s</u>					
One- Off Costs	Supply Point Number	Core System Change Costs	Offline System Replacement Costs	xoserve project delivery costs	Total Costs (One-Off)
	<25,000	£270k-£395k	£40k-£60k	£70k-£95k	£380k-£550k
Operational Costs (Annual)		Operational Costs	Operational Support	-----	Total Costs (Annual)
	<25,000	£135k-£348k	£20k-£30k	-----	£155k-£378k

Source: Scotia Gas Networks

Basis upon which the Proposer considers that it will better facilitate the achievement of the Relevant Objectives, specified in Standard Special Condition A11.1 and 2 of the Gas Transporters Licence

This modification proposal better facilitates Standard Special Condition A11.1a “the efficient and economic operation of the pipeline system”.

Increasing the range of supply points which can nominate to become Daily Metered:

- Increases the level of information available to transporters relating to locational daily

gas flows on their network.

- Increases the likelihood of available demand side response.

This modification proposal better facilitates Standard Special Condition A11.1c “the efficient discharge of the licensee’s obligations.

- Reduces the number and volumes of NDM reconciliations enabling Transporters to bill in a more timely and accurate fashion.

Also, this modification proposal better facilitates Standard Special Condition A11.1d “securing of effective competition between shippers and suppliers”

- Extends the range of contracts available to customers e.g. day-ahead price
- Extends the market for demand side response
- Improves the economic case for AMR rollout and increases the likelihood for early roll-out of AMR equipment over and above statutory deadlines.
- Reduces reconciliation risk for suppliers associated with the NDM regime
- Has the potential to reduce carbon emissions through better Energy Management
- Provides an industry process in which AMR can operate, there are currently no defined processes

Any further information (Optional), likely impact on systems, processes or procedures, Proposer's view on implementation timescales and suggested text

This modification proposal contains detailed business rules on which to base changes to UNC legal text.

Code Concerned, sections and paragraphs

Uniform Network Code

Transportation Principal Document

Section(s) TPD sections G and M

Proposer's Representative

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