

Development Workgroup Report
Facilitating the use of AMR in the Daily Metered Elective Regime
Modification Reference Number 0224
Version 0.2

This Development Work Group Report has been prepared by Group Members and follows the format required by the UNC Modification Rules.

The Workgroup considers that the Proposal is sufficiently developed and should now proceed to the Consultation Phase. [The Workgroup does not recommend that the Panel requests the preparation of legal text for this Modification Proposal.]

1 The Modification Proposal

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 6 April 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

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

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 by some as being a barrier to participation.

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

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 and Business Requirements

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 that may be delivered by Project Nexus.

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

The document provides draft requirements (indicated by R###) against the business rules developed in the development workgroup for UNC Modification 224. Where references are made to User Pays Services and charges these are intended for illustration and not intended to infer how charges are determined and any split between transactional and fixed charges.

1. Rollout

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

Implementation of this proposal will be phased as follows:

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. Meter points within the specified MPAQ range and that are within Supply Points where the SPAQ is greater than 5,860,000 kWh will be able to be nominated as DM Elective during this phase.

R001. Validation to be performed on the nominated site to ensure it is eligible to be nominated as a DME as part of the roll-out phase, if not, the nomination should be rejected. (Also applicable for phase 2).

R002. If a DME site AQ drops below the phase threshold (outside of band) during the roll-out phase the site will remain as DME. (Also applicable for phase 2).

R003. If a DME site AQ drops below phase threshold (outside of band) during the roll-out phase and is re-nominated as NDM, the site cannot be re-nominated as DME until the new SPAQ band is included as part of a roll out phase. (Also applicable for phase 2).

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. Meter points within the specified MPAQ range and that are within Supply Points where the SPAQ is greater than 2,196,000 kWh 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. Meter points within the specified MPAQ range and that are part of Supply Points where the SPAQ is greater than 732,000 kWh 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 and will be subject to the appropriate Uniform Network Code governance as specified within the Modification Proposal.

R004. A ceiling level maximum to be introduced to Sites and Meters, initially 25,000 DME meter points.

R005. Once the ceiling level maximum has been reached any future site nominations should be rejected back to the Shipper.

R006. Following a site being un-elected as DME and the uptake being reduced below the ceiling level maximum, subsequent meter point nominations as DME

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

will be accepted.

R007. There is no requirement for the Transporter Agency to report that the DME uptake has reduced beneath the ceiling level maximum other than in the monthly published report.

R008. The ceiling level maximum should be parameterised and should remain flexible so that this value can be increased or decreased dependant upon system performance.

- 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.

R009. Monthly published report to be developed and displayed on the Transporter Agency website detailing the prescribed limit and current uptake of DME meter points.

2. Eligibility for DM Elective DME

- 2.1 Participation as DME will be voluntary and limited to Large Supply Points who's Annual Quantity is greater than 732,000 kWh. The timings of eligibility for participation as DME will be subject to the rollout programme as defined above (1.1 to 1.4). Supply Points who are Daily Metered Mandatory (DMM) will not be included in these arrangements.

R010. DM Elective market shall not include DM Mandatory sites where the Supply Point AQ is in excess of 58.6 GWh and the Meter Point AQ is greater than 2,196,000 kWh.

R011. At initial roll out DM Elective meter points must have a Meter Point AQ greater than 732,000 kWh. This value will be subject to review and should be parameterised.

- 2.2 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.

R012. DM Elective market shall not include Interruptible supply points.

R013. DM Elective market shall not include Unique Sites.

R014. Where a Shipper elects a DM Mandatory site as DM Elective this nomination must be rejected.

R015. Eligible Prime and Sub meter points may elect to become DM Elective, where a meter point elects to become DM and is part of Prime and Sub metering

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

arrangement, it is not required that all meter points within such configuration become DM (Elective or Mandatory/Voluntary).

R016. Impact of Rolling AQ – It is assumed that the DM meter points shall only be recalculated on an annual basis as currently. Sites that are nominated as DM Elective shall be subject to the DM market AQ review criteria. Where a DME site breaches the DM Mandatory threshold (SPAQ >58.6 GWh and MPAQ >2,196,000 kWh) this shall need to be reconfirmed by the relevant Shipper as DM Mandatory.

R017. The DM Elective service will only include Supply Points directly connected to Large Transporters' Distribution Networks.

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

R018. EUC band information for NDM sites can be checked by incoming Shippers via the existing enquiry submission file to the Transporter Agency (S59); there should be no changes to the existing file format.

R019. MPAQ information can be checked by incoming Shippers via the existing enquiry file submission to the Transporter Agency (S75); there should be no changes to the existing file format.

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.

R020. A new report shall be required to notify the DMSP where a meter point has transferred from DM Voluntary to DM Elective and visa versa.

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

R021. Shippers must be able to nominate a site as DME using the existing SPA processes (Nomination file).

R022. DM Elective meter points must have a clearly defined start date when these supply meter points have become DM Elective.

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

R023. DM Elective meter points must be identifiable within the system from DM

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

Mandatory/Voluntary and NDM sites.

- 3.4 Shippers will nominate DME meterpoints in line with the current Daily Metered process with regards to DM SOQ and SHQ.

R024. Where a DM Elective site is nominated, the Shipper must – as with DM meter points – define the SOQ and SHQ values.

- 3.5 The Transporter Agency will populate the BSSOQ following the first winter as a DME; this is in line with the current process for DM supply points in G5.2.3b.

R025. The BSSOQ to be automatically populated following the first winter as a DME, this is in line with the current process for DM supply points in G5.2.3b.

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

R026. The existing referral validations and rules must be adhered to – for example, where one or both of these values is increased, a referral is initiated.

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

R027. Where the nominated DM SOQ is greater than the previous NDM SOQ the nomination of a DME meter point should be referred to the Transporter.

R028. Where the nominated DM SOQ is less than or equal to the previous NDM SOQ this will not be referred.

- 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.

R029. Existing DM functionality requires a ‘Kick Off Date’ to be set for a nominated DM meter point, from this date daily reads are expected and liabilities will be incurred if the required percentage to supply reads is not achieved. This date will be set to correspond with the DM Elective Confirmation Effective Date.

- 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.

R030. Where a meter point is nominated as DM Mandatory/Voluntary existing functionality will reject the nomination unless Daily Metering Equipment is recorded at site. Where a meter point is nominated as DM Elective this condition is not required and the validation is to be circumvented.

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

R031. If requirement R0030 cannot be facilitated then the Transporter Agency will be required to manually input asset and datalogger information on behalf of the Shipper, this will be managed as a User Pays Service.

4. Read Provision

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

R032. Daily DM Elective Reading files will be submitted to the Transporter Agency via secure I'X connection using the standard 5.8.3 format.

R033. Following successful submission of the Daily DM Elective file the Shipper will be provided with an IX delivery receipt.

R034. A deadline time for receipt of the reading file from Shippers must be available to be provided to Shippers. This deadline should take account of any processing that needs to be undertaken prior to presentation at the application (e.g. I'X gateway and Batch Router, file level checking). The batch must not be initiated prior to this time.

R035. The batch process needs to be run on working and non working days. Note: delivery receipting of files should be consistent with other Shipper files.

R036. Where a file is received after the initiation of that day's batch processing run, this shall be held and processed within the batch run on the following day.

R037. It is expected that a maximum of 10 files could be received per Shipper in a given day, but that these will only be processed in a single batch run.

4.2 Shipper submitted reads will be accepted as actual readings by the Transporter Agency subject to the prevailing DM validation rules.

R038. Actual readings must be provided by Shippers. These actual readings do not need to be differentiated from readings obtained by DMSPs.

R039. Standard file level validation shall be applied to files – e.g. ERR and FRJ validations. Failures shall be passed to Shippers.

R040. Validation will be applied by the Transporter Agency in line with the UNC Validation Rules.

R041. The validation will apply sense checks, such as (but not limited to) to ensure that the Shipper providing the reading is the RSU, and that the reading has the correct number of digits.

R042. Zero consumptions submitted by the Shippers (where the Start and End

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

Reads match) will not be subject to validation and will be accepted based on Shippers completing validation prior to submission and deeming that the zero consumption is valid.

R043. Zero reads submitted by the Shippers (where the index of the reading is 0) will be accepted subject to UNC validation rules.

R044. Where a DM Elective reading has not been received from the RSU, this reading shall be rejected.

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.

R045. Where a reading fails validation, this shall be rejected to the Shipper on D (where D is the processing date).

R046. A response file shall be generated to provide accepted and rejected readings on D.

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 subject to an incentive charge where agreed meter read performance targets are not achieved (reference TPD M5.5).

iv) The incentive charge performance targets shall be as follows:

Phase 1 of Rollout = 90%

Phase 2 of Rollout = 95%

Phase 3 of Rollout = 97.5%

v) The incentive charge (Failure Charge Rate) will be £2 per read in each stage of rollout.

R047. Where a reading is not provided by the Shipper an estimate (following the existing DM read estimation process) must be generated by the Transporter Agency.

R048. System generated estimated readings shall need to be communicated back

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

to the Shipper on D (where D is the processing date); this could be via a clone of the MDR file or a newly developed file.

R049. Where an actual reading is provided, but fails validation, an estimate (following the existing DM read estimation process) shall be generated on D (where D is the processing date).

R050. Where the Transporter Agency needs to communicate readings to Shippers the most appropriate reading file should be used. Existing batch file processes provide actuals, estimated, better and prorated readings to Shippers – potentially a clone of the MDR file or similar process could be re-used to provide DM Elective.

R051. Where an estimate is generated this estimated reading will be included in the incentive charge calculation. This information must be available for generation of any transactional charge associated with provision of this estimate.

R052. Read provision failure charges will be applicable where the Shipper has failed to reach the incentive charge performance target of their portfolio reads for the previous month.

R053. Failure charges are to be calculated on a monthly basis using the formula:

$(\text{Total Actual Reads Required} - \text{Total Actuals Provided}) * \text{Failure Charge Rate}$

Example

Shipper DME Portfolio Total = 100 meter points

Read Provision Rate = [97.5%] (Phase 3 of Rollout)

Max Actual Reads = 3100 (Shipper Portfolio Total * Number of Days in Month)

Total Actuals Required = 3022 (Max Actual Reads * [0.975]) – Shipper Transfer Reads Generated (0)

Total Actuals Provided (on D) = 3000

Failure Charge Rate = £[2]

Failure Charge = $(3022 - 3000) * [2] = £44$

R054. There is no requirement for a continuing fail charge, only the flat rate charge detailed above will be applicable.

R055. There is no requirement for a read failure exclusion process; all reads not provided below the failure rate percentage will be subject to charge.

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

R056. Where an estimate reading is loaded these readings shall be subject to the automatic preparation logic on receipt of the next Actual read loaded, as currently. The automated preparation of estimates will not impact read performance and will not be subject to charge.

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

R057. Where an Estimate reading is loaded, this may be replaced via a Shipper submitted file up to D+5 by an Actual reading.

R058. Where an estimate reading is loaded, is subsequently replaced with an Actual reading, this Estimated reading shall remain included within the read performance requirements.

- 4.6 Once an actual read has been accepted by the Transporter Agency this cannot be changed subsequently, the volume can be amended via a Consumption Adjustment.

R059. Once an actual read has been accepted by the system this cannot be changed subsequently, the volume can be amended via a Consumption Adjustment as per the current DM process.

R060.

(a) Base Level Service Requirement - Shippers contact the Transporter Agency with Consumption Adjustment reads up to D+5 for manual input into UK Link, these transactions will be subject to a User Pays Charge. If Shippers contact the Transporter Agency after [D+5] this should be rejected.

(b) Additional Service Requirement - A file to be developed to allow the Shippers to submit online Consumption Adjustments via IX up to D+5. If a Consumption Adjustment is received after D+5 this should be rejected.

R061. Consumption Adjustments required after the D+5 closeout window should be raised as offline Consumption Adjustments as per the current DM process and will be subject to a User Pays Charge.

- 4.7 The Consumption Adjustment service will be a User Pays Service and will be chargeable in accordance with the Agency Charging Statement.

R062. Where Consumption Adjustments are undertaken after D+5 these become more complex to administer, so a differentiated User Pays Charge will be attracted.

5. Shipper Transfer

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

5.1 Upon Shipper Transfer the incoming Shipper for DME meter points will provide an opening (transfer) read to the Transporter Agency by 10am on the day.

R063. Transfer reading shall be loaded by the incoming Shipper by provision of the daily reading by the defined cut off time.

R064. Provision of readings to the outgoing Shipper shall be the responsibility of the Transporter Agency.

R065. Files issued to the outgoing Shipper (when the incoming Shipper has confirmed the site as DM Elective) should not be amended.

R066. Treatment of readings around transfers needs to be determined to utilise existing reading files.

5.2 Where the incoming Shipper for a DME meter point is unable to provide an opening read on Day 1 the Transporter Agency will provide an estimated read.

R067. Following a Shipper transfer if an opening read is not provided on Day 1 an estimate should be generated.

5.3 The initial opening read estimate provided by the Transporter Agency in 5.2 above shall not be chargeable to the Shipper – any further estimated reads will be included in the incentive charge payable by the Shipper as per 4.4(iii) above.

R068. If an estimate is generated for the opening read on Day 1 following Shipper transfer this estimate will not impact read performance and not be included in the incentive charge calculation.

5.4 The incoming Shipper will have access to the outgoing supplier ID at point of transfer (confirmation).

5.5 The incoming Shipper should request historic consumption data from the customer.

R069. There is no requirement for the Transporter Agency to pass historic consumption data to the incoming Shipper.

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.

R070. When a DM Elective site transfers responsibility for Reconciliation this shall follow the DM rules – i.e. the incoming Shipper shall bear the risk. This shall be regardless of whether the site transfers from DM Elective to DM Elective; DM E to DM M/V or vice versa.

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

R071.

(a) Base Level Service Requirement - The resynchronisation flag is set by a representative of the Shipper (IDC or Field Engineer) calling the Transporter Agency to set via an existing UK Link screen, this service would be subject to a User Pays Charge.

(b) Additional Service Level - The DME daily file to be used to flag that a site has been resynchronised.

R072. If the Transporter Agency is tasked with setting the resynchronisation flag an audit trail for the notification provided by the Shipper shall need to be held.

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

R073. The Transporter Agency will complete sense checks on the resynchronisation reads provided by the Shipper.

6.3 Where Shippers identify a resynchronisation read is due, the Transporter Agency will flag the subsequent read as an estimate (E).

R074. Where a resynchronisation has been flagged within the system the subsequent read should be a system generated estimate (if an actual is provided by the Shipper this should be rejected).

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.

R075.

(a) Base Level Service Requirement - Shipper contacts the Transporter Agency and provides resynchronisation reads to be manually input into an existing UK Link screen, this service would be subject to a User Pays Charge.

(b) Additional Service Requirement - A file to be developed to allow the Shippers to submit resynchronisation reads via a file. This would require the ability to provide the readings before resynchronisation (Site Meter, DL Meter, Uncorr, Corr and DL Corr) and the readings after resynchronisation (Site Meter, Uncorr and Corr), system to determine whether drift has occurred and determine whether Reconciliation is required.

R076. Where Resynchronisation readings are provided by Shippers these would not need to be differentiated from Resynchronisation readings provided by DMSPs. [Note: if the concept of unbundled readings is able to be applied, this would also be relevant to be flagged as unbundled]. These readings should be

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

used to generate On Line Reconciliation.

6.5 Rollover reconciliation is currently set to 100,000 kWh for DM Mandatory meter points. For DME meter points rollover size will be scaled to that meter point's MPAQ band as below

R77. A relationship needs to be established between MPAQ band and kWh, where the kWh for the reconciliation period is below the set value for the MPAQ band the kWh value should be rolled over to the next reconciliation.

MPAQ Band (kWh)	Roll Over Reconciliation Value (kWh)
0 – 732,000	N/A
732,001 – 2,196,000	10,000
2,196,001 – 5,860,000	20,000
5,860,001 – 14,650,000	40,000
14,650,001 – 29,300,000	60,000
29,300,001 – 58,600,000	80,000
>58,600,000	N/A

R78. A relationship needs to be established between MPAQ band and kWh, where the kWh for the reconciliation period is below the set value for the MPAQ band the kWh value should be written off.

MPAQ Band (kWh)	Reconciliation Write off Value (kWh)
0 – 732,000	N/A
732,001 – 2,196,000	0
2,196,001 – 5,860,000	0
5,860,001 – 14,650,000	0
14,650,001 – 29,300,000	0
29,300,001 – 58,600,000	0
>58,600,000	0

7. Check Readings and Meter 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).

R79. Where Check Readings are provided by Shippers this shall need to be treated as per existing functionality, in that it closes out the period –from the previous check reading – for the purposes of reconciliation. **[Note, check readings are not visible on UKLink currently but provision of a check reading should be used to set the Check Read Date and Flag.]**

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

R080.

(a) Base Level Service Requirement - The check read date and flag would be set by a representative of the shipper (IDC or Field Engineer) calling the Transporter Agency to set via an existing UK Link screen, this service would be subject to a User Pays Charge.

(b) Additional Service Level Requirement - Assessment of provision of derivation of this information via the reading file should be conducted.

7.2 Subject to the development of the appropriate provisions within the Agency Charging Statement, the Transporter Agency will make available to Shippers a report on a Non Code User Pays Service to detail check reading and inspection due dates.

R081. Ad-Hoc report to be designed to notify Shipper of the Annual Check visit date for DM Elective sites within their portfolio.

R082. Ad-Hoc report to be designed to notify Shippers of Meter Inspection dates for meter points within their ownership.

R083. Meter Inspection notification will be as per existing functionality using the MIN file.

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.

R084.

(a) Base Level Service Requirement - Shippers to contact the Transporter Agency on the day a fault is identified, the Transporter Agency will set the flag via an existing UK Link screen; these transactions will be subject to a User Pays Charge.

(b) Additional Service Requirement - A new file to be created to allow the Shipper to flag dataloggers as faulty.

N.B Options for the above two requirements need to be considered, dependent on analysis outcome and associated cost they may be de-scoped and Shippers will be responsible for ensuring that faulty reads are not submitted.

8.2 Any reads submitted by the Shipper whilst the equipment has been recorded as faulty will be rejected by the Transporter Agency and replaced by estimates as described in 4.4.

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

R085. Where a DME site has been flagged as faulty, any subsequent actual reads submitted by the Shipper should be rejected as per the current DM process up to the point where the site is un-flagged.

8.3 Replacement reads provided by the Transporter Agency under 8.2 above will be included in the incentive charge payable by the Shipper in accordance with rule 4.4 (iii).

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.

R086.

(a) Base Level Service Requirement - Shippers to contact the Transporter Agency on the day a fault is resolved, the Transporter Agency will un-flag via an existing UK Link screen and set the datalogger resynchronisation flag; these transactions will be subject to a User Pays Charge.

(b) Additional Service Requirement - A new file to be created to allow the Shipper to un-flag dataloggers as faulty, system will automatically set the datalogger resynchronisation flag.

R087. Following resolution of a datalogger fault the Shipper must as per the current DM process complete a resynchronisation and provide the reads to the Transporter Agency.

8.5 Where a Shipper provides a zero read and the datalogger has been flagged as faulty the Transporter Agency will reject this read.

9. DME Ratchets

9.1 Ratchet charges will not be levied for a DME meter point until the meter point's initial 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.

R088. Ratchet charges should not be levied for a DME meter point until the meter point's 12 month anniversary as a DME when the nominated SOQ is equal to or greater than the previous NDMSOQ.

R089. During the first 12 months of a site being confirmed as DME where the nominated DMSOQ is equal to or higher than the previous NDMSOQ, a ratchet

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

alert should be sent to the Shipper but no charges levied. The SOQ should increase in line with the ratcheted SOQ.

R090. Following the initial 12 month anniversary Ratchet charges for a DME meter point should be applied.

- 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 DME or NDM.

R091. 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 Elective or NDM. The supply meter point may also remain as DM Voluntary– i.e. DM Services provided by the Network’s DMSP.

- 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.

R092. Where a DM Elective Supply Meter Point meets the criteria of a DM Mandatory Supply Meter Point the Shipper MUST reconfirm 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.

- 10.5 For the purposes of “gas protected by monitor” calculations, volumes associated with DME load should be treated the same as NDM loads.

11. General Business Requirements

R093. Information related to DM Elective sites will only be visible to DMSPs via DN Link where the latest offer is DM.

R094. The reading file must be processed so that the energy may be calculated and passed to Invoicing 95 and Gemini at the same time as the existing propagation of data to these systems by the existing DM regime

R095. The processing of the DM Elective reading file should not impact

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

provision of the MDR file to Shippers for meter points included as part of the DM Mandatory regime.

R096. The 'early' (before 11.00am) MDR file that is monitored for determination of liabilities shall not be issued for DM Elective meter points.

R097. New invoicing mechanism required for transactional / subscription charges.

R098. Readings from DM Mandatory and DM Voluntary sites shall continue to be provided by DMSPs, DM Mandatory and DM Voluntary sites will still be subject to liability payments.

R099. Readings received from Shippers for DM Elective meter points will not be provided to Shippers in an *.MDR file. Consequently, liabilities associated with non provision of readings within the 'early' (pre 11:00am) *.MDR are not relevant.

R100. The Transporter Agency shall maintain existing operating hours – Monday to Friday 9am – 5pm excluding Bank Holidays. The Transporter Agency shall not be required to offer a 365 day a year out of hour's service.

R101. There is no requirement for specific DM Elective related information such as IDC identity to be visible on IAD.

R102. There is no requirement for DME related information to be provided to the incoming Shipper at transfer.

R103. Shippers to notify the Transporter Agency the day following a site visit to a Prime site (DME Prime or DME Sub) in order for the Transporter Agency to arrange a site visit for any linked NDM Prime or Sub meters to obtain coterminous reads.

12. Reporting Requirements

There are no reporting requirements other than those detailed below:

Section 1.4 Requirement R009 – DME prescribed uptake volume.

Section 7.2 Requirement R0081 – Provision of check read date.

Section 7.2 Requirement R0082 – Provision of meter inspection date.

End of business rules

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

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:

- 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 -

Rough Order of Magnitude Costs £000s					
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-	£40k-£60k	£70k-	£380k-

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

Operational Costs (Annual)		Operational Costs	Operational Support	----- ---	Total Costs (Annual)
	<25,000	£135k- £348k	£20k-£30k	----- --	£155k- £378k

Source: Scotia Gas Networks

2 Extent to which implementation of the proposed modification would better facilitate the relevant objectives

Standard Special Condition A11.1 (a): *the coordinated, efficient and economic operation of the pipe-line system to which this licence relates;*

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.
- Enables a mechanism for validation of volume cessation at DME Large Firm Supply Points in an emergency

Standard Special Condition A11.1 (b): *so far as is consistent with sub-paragraph (a), the (i) the combined pipe-line system, and/ or (ii) the pipe-line system of one or more other relevant gas transporters;*

Implementation would not be expected to better facilitate this relevant objective.

Standard Special Condition A11.1 (c): *so far as is consistent with sub-paragraphs (a) and (b), the efficient discharge of the licensee's obligations under this licence;*

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

Standard Special Condition A11.1 (d): *so far as is consistent with sub-paragraphs (a) to (c) the 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;*

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

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

- 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

Standard Special Condition A11.1 (e): *so far as is consistent with sub-paragraphs (a) to (d), the provision of reasonable economic incentives for relevant suppliers to secure that the domestic customer supply security standards (within the meaning of paragraph 4 of standard condition 32A (Security of Supply – Domestic Customers) of the standard conditions of Gas Suppliers’ licences) are satisfied as respects the availability of gas to their domestic customers;*

Implementation would not be expected to better facilitate this relevant objective.

Standard Special Condition A11.1 (f): *so far as is consistent with sub-paragraphs (a) to (e), the promotion of efficiency in the implementation and administration of the network code and/or the uniform network code.*

Implementation would not be expected to better facilitate this relevant objective.

3 The implications of implementing the Modification Proposal on security of supply, operation of the Total System and industry fragmentation

No implications on security of supply, operation of the Total System or industry fragmentation have been identified.

4 The implications for Transporters and each Transporter of implementing the Modification Proposal, including:

a) implications for operation of the System:

xoserve are undertaking an assessment of system impacts and will report once the investigation is concluded.

b) development and capital cost and operating cost implications:

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

System development costs and transactional charges are to be developed in line the current User Pays methodology being developed for Proposal UNC0213.

- c) **extent to which it is appropriate to recover the costs, and proposal for the most appropriate way to recover the costs:**

System development costs and transactional charges are to be developed in line the current User Pays methodology being developed for Proposal UNC0213.

- d) **Analysis of the consequences (if any) this proposal would have on price regulation:**

No consequence for price regulation has been identified.

- 5 **The consequence of implementing the Modification Proposal on the level of contractual risk of each Transporter under the Code as modified by the Modification Proposal**

No such consequence is anticipated.

- 6 **The high level indication of the areas of the UK Link System likely to be affected, together with the development implications and other implications for the UK Link Systems and related computer systems of each Transporter and Users**

xoserve to produce an impact assessment.

- 7 **The implications of implementing the Modification Proposal for Users, including administrative and operational costs and level of contractual risk**

Administrative and operational implications (including impact upon manual processes and procedures)

No such implications have been identified.

Development and capital cost and operating cost implications

No such costs have been identified.

Consequence for the level of contractual risk of Users

No such consequence has been identified.

- 8 **The implications of implementing the Modification Proposal for Terminal Operators, Consumers, Connected System Operators, Suppliers, producers and, any Non Code Party**

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

No such implications have been identified.

9 Consequences on the legislative and regulatory obligations and contractual relationships of each Transporter and each User and Non Code Party of implementing the Modification Proposal

No such consequences have been identified.

10 Analysis of any advantages or disadvantages of implementation of the Modification Proposal

Advantages

- Better facilitates competition between Shippers and Suppliers in the provision of services and information offered to customers.
- Increases the availability of locational based gas flow information to Transporters.

Disadvantages

- Reduces the number of supply points available for NDM demand modelling.
- Increases the cost of managing the NDM pools as NDM equipment may need to be relocated

11 Summary of representations received (to the extent that the import of those representations are not reflected elsewhere in the Workgroup Report)

No written representations have been received.

12 The extent to which the implementation is required to enable each Transporter to facilitate compliance with safety or other legislation

No such requirement has been identified.

13 Any other matter the Workgroup considers needs to be addressed

14 Programme for works required as a consequence of implementing the Modification Proposal

No programme for works has been identified.

15 Proposed implementation timetable (including timetable for any necessary information systems changes)

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

Implementation could be immediate on receipt of a decision.

16 Implications of implementing this Modification Proposal upon existing Code Standards of Service

No implications of implementing this Modification Proposal upon existing Code Standards of Service have been identified.

17. Workgroup recommendation regarding implementation of this Modification Proposal

0224: Facilitating the use of AMR in the Daily Metered Elective Regime

The Workgroup considers that the Proposal is sufficiently developed and should now proceed to the Consultation Phase. The Workgroup also recommends that the Panel requests the preparation of legal text for this Modification Proposal.

18. Workgroup's comments on legal text

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

19. Text

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

0224: Facilitating the use of AMR in the Daily Metered Elective Regime