

# Business Requirements Document

For

## Change Order COR1133

### "DM Elective Service"

From

# xoserve Business Projects

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## 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 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 against the business rules developed in the development workgroup for 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

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 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.**

- R0010 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.
- R0011 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.**

- R0012 DM Elective market shall not include **Interruptible** supply points.
- R0013 DM Elective market shall not include **Unique Sites**.
- R0014 Where a Shipper elects a DM Mandatory site as DM Elective this nomination must be rejected.
- R0015 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 arrangement, it is not required that all meter points within such configuration become DM (Elective or Mandatory/Voluntary).
- R0016 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.

R0017 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.**

R0018 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.

R0019 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.**

R0020 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).**

R0021 The Shippers must be able to nominate a site as DME using the existing SPA processes (Nomination file).

R0022 DM Elective meter points must have a clearly defined start date when these supply meter points have become DM Elective.

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

R0023 DM Elective meter points must be identifiable within the system from DM 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.**

R0024 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.**

R0025 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.**

R0026 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.**

- R0027 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.
- R0028 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.**

- R0029 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.**

- R0030 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.
- R0031 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.**

- R0032 Daily DM Elective Reading files will be submitted to the Transporter Agency via secure I'X connection using the standard 5.8.3 format.
- R0033 Following successful submission of the Daily DM Elective file the Shipper will be provided with an IX delivery receipt.
- R0034 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.
- R0035 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.
- R0036 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.

R0037 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.**

R0038 Actual readings must be provided by Shippers. These actual readings do not need to be differentiated from readings obtained by DMSPs.

R0039 Standard file level validation shall be applied to files – e.g. ERR and FRJ validations. Failures shall be passed to Shippers.

R0040 Validation will be applied by the Transporter Agency in line with the UNC Validation Rules.

R0041 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.

R0042 Zero consumptions submitted by the Shippers (where the Start and End 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.

R0043 Zero reads submitted by the Shippers (where the index of the reading is 0) will be accepted subject to UNC validation rules.

R0044 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.**

R0045 Where a reading fails validation, this shall be rejected to the Shipper on D (where D is the processing date).

R0046 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 M 5.5).**

R0047 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.

R0048 System generated estimated readings shall need to be communicated back 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.

- R0049 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).
- R0050 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.
- R0051 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.
- R0052 Read provision failure charges will be applicable where the Shipper has failed to provide [97.5%] of their portfolios reads for the previous month.
- R0053 Failure charges are to be calculated on a monthly basis using the formula:

(Total Actual Reads Required - Total Actuals Provided) \* Failure Charge Rate

Example

Shipper DME Portfolio Total = 100 meter points

Read Provision Rate = [97.5%]

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

- R0054 There is no requirement for a continuing fail charge, only the flat rate charge detailed above will be applicable.
- R0055 There is no requirement for a read failure exclusion process; all reads not provided below the failure rate percentage will be subject to charge.
- R0056 Where an estimate reading is loaded these readings shall be subject to the automatic proration logic on receipt of the next Actual read loaded, as currently. The automated proration 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.**

- R0057 Where an Estimate reading is loaded, this may be replaced via a Shipper submitted file up to D+5 by an Actual reading.

R0058 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.**

R0059 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.

R0060 (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.

R0061 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.**

R0062 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**

**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.**

R0063 Transfer reading shall be loaded by the incoming Shipper by provision of the daily reading by the defined cut off time.

R0064 Provision of readings to the outgoing Shipper shall be the responsibility of the Transporter Agency.

R0065 Files issued to the outgoing Shipper (when the incoming Shipper has confirmed the site as DM Elective) should not be amended.

R0066 Treatment of readings around transfers need 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.**

R0067 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.**

R0068 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.**

R0069 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.**

R0070 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.

R0071 (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.

R0072 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.**

R0073 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).**

R0074 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.**

R0075 (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.

R0076 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 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. [needs specifying]**

R0077 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

R0078 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).**

R0079 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.]

R0080 (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.**

R0081 Ad-Hoc report to be designed to notify Shipper of the Annual Check visit date for DM Elective sites within their portfolio.

R0082 Ad-Hoc report to be designed to notify Shippers of Meter Inspection dates for meter points within their ownership.

R0083 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.**

R0084 (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.**

R0085 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.**

R0086 (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.

R0087 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.**

R0088 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.

R0089 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 alert should be sent to the Shipper but no charges levied. The SOQ should increase in line with the ratcheted SOQ.

R0090 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.**

R0091 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.**

R0092 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.**

**General Business Requirements**

- R0093 Information related to DM Elective sites will only be visible to DMSPs via DN Link where the latest offer is DM.
- R0094 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.
- R0095 The processing of the DM Elective reading file should not impact provision of the MDR file to Shippers for meter points included as part of the DM Mandatory regime.
- R0096 The 'early' (before 11.00am) MDR file that is monitored for determination of liabilities shall not be issued for DM Elective meter points.
- R0097 New invoicing mechanism required for transactional / subscription charges.
- R0098 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.
- R0099 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.
- R00100 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.
- R00101 There is no requirement for specific DM Elective related information such as IDC identity to be visible on IAD.
- R00102 There is no requirement for DME related information to be provided to the incoming Shipper at transfer.
- R00103 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.

**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.

**Document Control**

**Version History**

<b>Version</b>	<b>Status</b>	<b>Date</b>	<b>Author(s)</b>	<b>Summary of Changes</b>
1.0	For Review	27/11/08	Lewis Plummer	
1.0	For Approval	28/11/08	Lewis Plummer	Updated with comments following Workgroup 224 review meeting – 27/11/08
1.0	Approved	19/12/08	Lewis Plummer	Updated with comments following publication on Joint Office website. Requirements baselined.