

UNC Request	At what stage is this document in the process?
<h1 data-bbox="140 257 742 347">UNC 0677R:</h1> <h2 data-bbox="151 385 1125 526">Shipper and Supplier Theft of Gas Reporting Arrangements</h2>	<div data-bbox="1209 241 1481 488"> <div style="border: 1px solid #800040; padding: 2px; margin-bottom: 2px; display: inline-block;">01 Request</div> <div style="border: 1px solid #0070C0; padding: 2px; margin-bottom: 2px; display: inline-block;">02 Workgroup Report</div> <div style="border: 1px solid #FF8C00; padding: 2px; display: inline-block;">03 Final Modification Report</div> </div>
<p data-bbox="135 627 454 667">Purpose of Request:</p> <p data-bbox="135 689 1476 779">This request is to review and identify any discrepancies in Shippers and Suppliers theft of gas reporting arrangements.</p>	
	<p data-bbox="258 810 1428 900">The Proposer recommends that this request should be assessed by a Workgroup. This request will be presented by the Proposer to the Panel on 17 January 2019.</p>
	<p data-bbox="258 945 438 981">High Impact:</p>
	<p data-bbox="258 1070 694 1160">Medium Impact: Shippers, Transporters, CDSP</p>
	<p data-bbox="258 1196 438 1232">Low Impact:</p>

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4 Recommendations	8	 0121 288 2107
About this document:		Proposer: Carl Whitehouse
This document is a Request, which will be presented by the Proposer to the panel on 17 January 2019.		
The Panel will consider the Proposer's recommendation and agree whether this Request should be referred to a Workgroup for review.		carl.whitehouse@first-utility.com
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		m

1 Request

Why is the Request being made?

This request has been proposed by First Utility on behalf of the Performance Assurance Committee (PAC).

Issue

Gas theft leads to a misallocation of costs among industry parties which can distort competition and create inefficiencies in the market. Gas Shippers and Suppliers currently have individual responsibilities when reporting confirmed and unconfirmed cases of theft. The PAC highlights theft of gas as the biggest risk to accurate settlement and proposes a review of all gas theft processes and reporting followed by Shippers and Suppliers. This would require a cross codes workgroup (UNC and SPAA) to investigate potential deficiencies in the theft of gas reporting processes and identify potential solutions including changing industry codes.

Shippers report cases of confirmed theft to the Central Data Services Provider (CDSP). This information is made available to the Allocation of Unidentified Gas Expert (AUGE) to determine the impact on Unidentified Gas (UG) through the use of Unidentified Gas (UG) factors and then apportioned to Product Classes. Shipper performance reports are made publicly available on the Joint Office website.

Suppliers are obligated to report cases of confirmed theft on a monthly basis specifically through the Supply Point Administration Agreement (SPAA) Schedule 33 Theft Code of Practice. An annual report is compiled by the SPAA code administrator. The report is anonymised for publishing to the industry however the Authority receives named reporting.

Theft of Gas Reporting

The creation of the Theft Risk Assessment Service (TRAS) in 2016 has provided the industry with more detailed analysis and reporting. There are concerns in the industry that the numbers and related energy (kWh) reported by Shippers and Suppliers do not match. This is reflected in the detail of various reports:

5 February 2018: [Theft Overview for the PAC](#) – 21,075 confirmed thefts (176,262,156 kWh) reported for period April 2016 to April 2017 inclusive.

13 November 2018: Energy Theft Performance Assurance Report TRAS and Energy Theft Tip Off Service (ETTOS) – 68,068 confirmed thefts reported for period April 2016 to June 2018 inclusive.

[Monthly Shipper Theft of Gas Reports](#) - 4,125 “number of cases cleared as valid” reported for period January 2017 to October 2018 inclusive.

Scope

The scope of this request only focuses on theft of gas reporting processes completed by the Shipper and a corresponding SPAA document is to be raised to ensure supplier processes are also covered. The reports from the Joint Workgroup to the relevant Code Panels will include details of any recommendations for related cross code changes. Gas Transporters also have theft of gas reporting obligations and although this is not the primary focus of this review their attendance and input will be welcome.

Impacts & Costs

Shippers and Suppliers will be impacted mostly by this request if potential changes are recommended to how theft of gas is reported. There could also be some CDSP impact to central systems as a result of any proposed changes.

Recommendations

It is proposed that a Joint Workgroup is held to ensure both Shippers and Suppliers theft of gas processes are investigated to ensure theft of gas is reported effectively and efficiently.

Additional Information

A Code Administration Joint Working Practice document has been developed to facilitate the Code Administrators Code of Practice (CACoP) Principle 13, Code Administrators will ensure cross code coordination to progress changes efficiently where Modifications impact multiple codes. This document highlights that where practicable a joint meeting or back to back workgroup meetings (held on the same or consecutive day(s) at the same location) should be used. In this case a Joint Workgroup is proposed.

2 Impacts and Costs

Consideration of Wider Industry Impacts

None identified.

Impacts

Impact on Central Systems and Process	
Central System/Process	Potential impact
UK Link	<ul style="list-style-type: none">• CMS Reporting
Operational Processes	<ul style="list-style-type: none">• None

Impact on Users	
Area of Users' business	Potential impact
Administrative and operational	<ul style="list-style-type: none">• How Shippers report theft of gas
Development, capital and operating costs	<ul style="list-style-type: none">• How Shippers report theft of gas
Contractual risks	<ul style="list-style-type: none">• None
Legislative, regulatory and contractual obligations and relationships	<ul style="list-style-type: none">• None

Impact on Transporters	
Area of Transporters' business	Potential impact
System operation	<ul style="list-style-type: none">• None
Development, capital and operating costs	<ul style="list-style-type: none">• None
Recovery of costs	<ul style="list-style-type: none">• None
Price regulation	<ul style="list-style-type: none">• None
Contractual risks	<ul style="list-style-type: none">• None
Legislative, regulatory and contractual obligations and relationships	<ul style="list-style-type: none">• None

Impact on Transporters	
Standards of service	<ul style="list-style-type: none"> None

Impact on Code Administration	
Area of Code Administration	Potential impact
Modification Rules	<ul style="list-style-type: none"> None
UNC Committees	<ul style="list-style-type: none"> None
General administration	<ul style="list-style-type: none"> None
DSC Committees	<ul style="list-style-type: none"> None

Impact on Code	
Code section	Potential impact
	<ul style="list-style-type: none"> TPD Section V14

Impact on UNC Related Documents and Other Referenced Documents	
Related Document	Potential impact
Network Entry Agreement (TPD I1.3)	<ul style="list-style-type: none"> None
General	Potential Impact
Legal Text Guidance Document	<ul style="list-style-type: none"> None
UNC Modification Proposals – Guidance for Proposers	<ul style="list-style-type: none"> None
Self Governance Guidance	<ul style="list-style-type: none"> None
	<ul style="list-style-type: none">
TPD	Potential Impact
Network Code Operations Reporting Manual (TPD V12)	<ul style="list-style-type: none"> None
UNC Data Dictionary	<ul style="list-style-type: none"> None
AQ Validation Rules (TPD V12)	<ul style="list-style-type: none"> None
AUGE Framework Document	<ul style="list-style-type: none"> Dependant on any proposed solutions
Customer Settlement Error Claims Process	<ul style="list-style-type: none"> None
Demand Estimation Methodology	<ul style="list-style-type: none"> None
Energy Balancing Credit Rules (TPD X2.1)	<ul style="list-style-type: none"> None
Energy Settlement Performance Assurance Regime	<ul style="list-style-type: none"> None
Guidelines to optimise the use of AQ	<ul style="list-style-type: none"> None

Impact on UNC Related Documents and Other Referenced Documents	
amendment system capacity	
Guidelines for Sub-Deduct Arrangements (Prime and Sub-deduct Meter Points)	<ul style="list-style-type: none"> • None
LDZ Shrinkage Adjustment Methodology	<ul style="list-style-type: none"> • None
Performance Assurance Report Register	<ul style="list-style-type: none"> • Dependant on any proposed solutions
Shares Supply Meter Points Guide and Procedures	<ul style="list-style-type: none"> • None
Shipper Communications in Incidents of CO Poisoning, Gas Fire/Explosions and Local Gas Supply Emergency	<ul style="list-style-type: none"> • None
Standards of Service Query Management Operational Guidelines	<ul style="list-style-type: none"> • None
Network Code Validation Rules	<ul style="list-style-type: none"> • None
	<ul style="list-style-type: none"> •
OAD	Potential Impact
Measurement Error Notification Guidelines (TPD V12)	<ul style="list-style-type: none"> • None
	<ul style="list-style-type: none"> •
EID	Potential Impact
Moffat Designated Arrangements	<ul style="list-style-type: none"> • None
	<ul style="list-style-type: none"> •
IGTAD	Potential Impact
	<ul style="list-style-type: none"> • None
DSC / CDSP	Potential Impact
Change Management Procedures	<ul style="list-style-type: none"> • None
Contract Management Procedures	<ul style="list-style-type: none"> • None
Credit Policy	<ul style="list-style-type: none"> • None
Credit Rules	<ul style="list-style-type: none"> • None
UK Link Manual	<ul style="list-style-type: none"> • None
	<ul style="list-style-type: none"> •

Impact on Core Industry Documents and other documents	
Document	Potential impact
Safety Case or other document under Gas	<ul style="list-style-type: none"> • None

Impact on Core Industry Documents and other documents	
Safety (Management) Regulations	
Gas Transporter Licence	<ul style="list-style-type: none"> • None

Other Impacts	
Item impacted	Potential impact
Security of Supply	<ul style="list-style-type: none"> • None
Operation of the Total System	<ul style="list-style-type: none"> • None
Industry fragmentation	<ul style="list-style-type: none"> • None
Terminal operators, consumers, connected system operators, suppliers, producers and other non code parties	<ul style="list-style-type: none"> • None

3 Terms of Reference

Background

Topics for Discussion

- Understanding the objective
- Assessment of alternative means to achieve objective
- Development of Solution (including business rules if appropriate)
- Assessment of potential impacts of the Request
- Assessment of implementation costs of any solution identified during the Request
- Assessment of legal text.

Outputs

Produce a Workgroup Report for submission to the Modification Panel, containing the assessment and recommendations of the Workgroup including a draft Modification where appropriate.

Composition of Workgroup

The Joint Workgroup is open to any party that wishes to attend or participate.

A Workgroup meeting will be quorate from a UNC perspective provided at least two Shipper Users and two Transporter representatives are present. It is anticipated that the corresponding SPAA proposal will require that two Supplier representatives are present.

Meeting Arrangements

The Joint Office and Electralink will provide the Chair, Secretariat and facilities for the Joint Workgroup for alternating meetings to ensure costs are equitable. Both administrators have also committed to being present at all meetings to support their respective code processes.

Meetings will be conducted in accordance with the Code Administration Code of Practice.

4 Recommendations

Proposer's Recommendation to Panel

The Proposer invites the Panel to:

- DETERMINE that Request 0677R progress to Workgroup for review.