

Draft Modification Report
Publication of Information in the Maintenance Programme
Modification Reference Number 0060

Version 1.0

This Draft Modification Report is made pursuant to Rule 7.3 of the Modification Rules and follows the format required under Rule 9.6.

1. The Modification Proposal

The Proposal was as follows:

"In the NTS Maintenance Programme, Transco NTS is required to publish information relating to affected NTS System Entry and Exit Points. In practice, more specific information has related only to affected Aggregated System Entry Points (ASEPs). Information relating to NTS System Exit Points comprises only a list of Maintenance Affected Exit Points. The 2005 Maintenance Programme identified 31 such Exit Points.

It is proposed that information on affected NTS Connected System Exit Points and NTS Supply Points be made available to the relevant shipper(s) and consumer at these points at the same time as publication of the rest of the Maintenance Programme. The information should include the expected dates of the supply interruption and whether a full or partial cessation of the offtake of gas will be required.

Implementation of this Modification Proposal would reinforce the requirement to provide specific information relating to individual Supply Points, whilst maintaining commercial confidentiality.

Non-implementation would mean a continuation of the present lack of co-ordination between shippers, affected sites and Transco NTS regarding maintenance and plant shutdowns."

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

The Proposer argued the following:-

"Allowing parties directly associated with affected Supply Points to better co-ordinate their planned activities with the Transporter would enhance the efficient and economic operation of the pipeline system.

It would also help National Grid NTS focus on the original intent of the code, without compromising commercial confidentiality and thus promoting the efficient discharge of the licensee's obligations under its licence.

By reducing the uncertainties associated with Maintenance Programmes, these proposed improvements in co-ordination would serve to further the securing of effective competition between relevant shippers and between relevant suppliers."

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

Views are invited as to whether implementation of the proposal may have implications for security of supply, operation of the Total System and industry fragmentation

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

a) implications for operation of the System:

The proposal should not directly affect operation of the System since implementation simply addresses provision of information to Maintenance Relevant Parties (as defined in UNC L 1.4). Views are invited on implications that may arise from implementation.

b) development and capital cost and operating cost implications:

No such implications have been identified.

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

No such cost recovery has been proposed.

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

No such implications have 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

Views are invited on the level of contractual risk for the relevant Transporter.

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

No such implications have been identified. Views would be welcome if any Party believes there would be such implications.

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

Views are invited on the implications of implementation for Users.

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

Views are invited on the implications of implementation for such parties

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

Views would be welcome on any such consequences arising from implementation.

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

The Proposer stated that implementation would "reinforce the requirement to provide specific information relating to individual Supply Points, whilst maintaining commercial confidentiality." and that non-implementation would "mean a continuation of the present lack of co-ordination between shippers, affected sites and Transco NTS regarding maintenance and plant shutdowns."

The Proposer did not identify any disadvantages.

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

Representations are now invited.

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. The extent to which the implementation is required having regard to any proposed change in the methodology established under paragraph 5 of Condition A4 or the statement furnished by each Transporter under paragraph 1 of Condition 4 of the Transporter's Licence

This proposal is not required to facilitate any such change.

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

No programme for works has been identified by the proposer.

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

Views are invited on the timetable for implementation.

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

No such implications have been identified.

17. Recommendation regarding implementation of this Modification Proposal and the number of votes of the Modification Panel

19. Text

UNC - TPD

SECTION L - MAINTENANCE AND OPERATIONAL PLANNING

3.2.2 The information specified in paragraph 3.2.1 will be identified for NTS Supply Points, NTS Connected System Exit Points and NTS System Entry Points individually, with all information on NTS Connected System Exit Points and NTS Supply Points being provided directly only to the Maintenance Relevant Parties to ensure commercial confidentiality.

Representations are now sought in respect of this Draft Report and prior to the Transporters finalising the Report

Subject Matter Expert sign off:

I confirm that I have prepared this modification report in accordance with the Modification Rules.

Signature:

Date :

Signed for and on behalf of Relevant Gas Transporters:

Tim Davis
Chief Executive Officer, Joint Office of Gas Transporters

Signature:

Date :