

**Draft Modification Report**  
**Limitation on Retrospective Invoicing and Invoice Correction**  
**Modification Reference Number 0152V**  
**Version 2.0**

This Draft Modification Report is made pursuant to Rule 9.1 of the Modification Rules and follows the format required under Rule 9.4.

**1 The Modification Proposal**

Currently gas transportation invoices and energy balancing invoices can cover any period between 1 February 1998 to last month. Regularly invoices are produced for adjustments and reconciliations covering this entire period or a substantial portion of it causing Xoserve and Shippers complex calculations and validation. The complexity arises from the large amount of data held, detailed calculations and changes to the charging rules over the years.

Having such a long potential billing period increases the risk to Shippers of receiving charges for prior periods where due to the passage of time, they are unable to recover costs from Customers, it also impacts pricing decisions. Impacting pricing decisions adversely impacts on Shippers/Suppliers ability to competitively price.

Whereas the gas industry currently works to a restricted billing period, as the earliest date invoices can include is 1 February 1998, this mod proposal is intended to bring forward this back stop date to lower the risk faced by market participants and reduce the amount of data the industry is required to hold.

The proposal is that on 1 April in any year (y), the backstop date for retrospective billing is set to y-4 years. At this point, the retrospective billing period will be 4 years 0 days – the minimum period allowed by this proposal.

That backstop date of 1 April y-4, will remain fixed until 1 April the following year. This means that as year y progresses, the period of permitted retrospection increases, reaching 4 years 364 days by close of business on 31 March y+1.

Come the following 1 April, the backstop date will be advanced by 1 year, resetting the retrospective billing period to 4 years 0 days. This has become known within Review Group 0126 as the 5 year model, on a rolling, hard cutover basis, using an implementation date set up in advance.

Review Group 126 has met since January 2007 to discuss Centrica's proposal and find solutions to Ofgem's issues with Mods 117 and 122. Following discussions at the Review Group, there is a consensus that an open ended retrospection regime is not appropriate. Instead, the Group believes that UNC should contain a rolling period for invoicing retrospection, and that this period should be set at a minimum of 4 years maximum of 4 years and 364 days (the 5 year model). A cut off at this period received greatest support amongst Group participants, informed by data supplied by Xoserve.

The Review Group recommends that (from final review group 126 report):

1. The restricted billing period rolls forward on an annual basis;
2. The roll forward is based on a hard cut over principle, thereby closing out

any period earlier than cut off date;

3. The business rules for keeping energy whole are agreed and known in advance (see appendix 1);
4. The implementation date for the first cut off is 1 April 2008, giving everyone time to change their systems and understand the rules in advance;
5. The roll forward then occurs every 1 April each year, to avoid the busy time for Xoserve and Shippers with the AQ review etc.
6. The regime for USRVs is reviewed and participants are incentivised to deal with older suppressions rather than allow them to close out.

This limit will cover all retrospective Transporter to Shipper transactions and visa versa. It is the intention of this proposal that:

- ◆ The 5 year model (applying the 4 yrs 0 days to 4 yrs 364 days period of retrospection, as set out above) should apply from 1/4/2008, therefore depending on the business rules written by Review Group 126 (see appendix 1).
- ◆ The 5 year model will apply equally to Transporter debits and credits. In this respect, should a further NTS to LDZ meter error come to light after implementation of this proposal, maximum of 4 years and 364 days energy will be reconciled, irrespective of whether this involves a debit or a credit to Shippers.
- ◆ This proposal is not restricted only to metering errors. It applies to all Transporter to Shipper and Shipper to Transporter transactions governed by the UNC.

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

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

Incentivises gas transporters to ensure that all relevant invoicing and metering (in particular the audit and verification of LDZ offtake meters) functions are operating efficiently, as intended and expected by shippers, suppliers and customers. Better data management by whole industry and lower costs within Xoserve. More accurate data will provide Users with a clearer view about the amounts of energy flowing through the system.

*Standard Special Condition A11.1 (b): so far as is consistent with subparagraph (a), the coordinated, efficient and economic operation of*

- (i) the combined pipe-line system, and/ or*
- (ii) the pipe-line system of one or more other relevant gas transporters;*

Encourage closer cooperation between NG NTS and DN owners in respect of LDZ offtake meter audit and verification.

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

The above incentives will result in a more accurate and consistent view of the system for the system operator – particularly relevant to security of supply considerations and system balancing.

*Standard Special Condition A11.1 (d): so far as is consistent with subparagraphs (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;*

Reduces risk to Shippers/Suppliers. Results in greater shipper confidence in gas volumes being metered and billed for, thereby increasing incentives on shippers to balance their positions. Improves ability to set prices across whole market and reduces barriers to entry for Shippers/Suppliers, therefore improves competition.

*Standard Special Condition A11.1 (e): so far as is consistent with subparagraphs (a) to (d), the provision of reasonable economic incentives for relevant suppliers to secure that the domestic customer supply security standards... 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 subparagraphs (a) to (e), the promotion of efficiency in the implementation and administration of the network code and/or the uniform network code;*

Improves Xoserve's efficiency and lowers their costs over the long term. The 5 year model gives sufficient time to reconcile all reconcilable sites (some sites will never reconcile as they no longer exist – no matter the length billing period). Xoserve data presented at the RG126 meetings highlights a significant drop in unreconciled energy well before the cut-off date.

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

The proposer believes that this proposal will increase incentives upon Transporters to ensure that all activities and operations that drive invoices (e.g. data recorded by NTS to LDZ offtake meters) are timely and accurate. In doing so, industry players will have a clearer view about the amount of energy flowing through the system.

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

**a) Implications for operation of the System:**

By limiting the period over which invoices can be issued, this proposal incentivises more timely and accurate invoicing, and supporting operations and activities. This should drive a greater and more accurate understanding amongst all players of the amounts of energy flowing through the system.

This proposal is expected to reduce Xoserve's costs over time by reducing the amount of data held (and database costs), time spent on financial adjustments and checking invoices as well as answering queries from Shippers.

**b) Development and capital cost and operating cost implications:**

There are no direct, capital, development or operating costs on Transporters resulting from this proposal.

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

As above, no such costs have been identified.

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

As above, no such consequences 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**

There are effects on to the balance of risk faced by Transporters. In particular, Transporters will be unable to recover any amounts uninvoiced after the cut off date. However, Transporters will no longer be liable to pay credits after this time either.

Also given the amounts of unreconciled energy left in the market after 3 years are insignificant (as agreed by all participants in the review group using data from Xoserve) it is believed on balance, that the overall effect on contractual risk level is neutral.

### **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**

Changes to UK Link are believed to be extremely limited mainly being limited to ensuring that charges after the cut-off date are not processed. It is believed that Xoserve could see marginally lower invoice processing costs in the longer term (if some charges are excluded for reasons of this time limitation). However, it is possible that Xoserve could see a corresponding increase in shorter term processing if as anticipated this proposal incentivises more timely and accurate Transporter operations.

Appropriate analysis needs to be undertaken by Xoserve to assess these costs and inform the market.

### **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)***

Users will be required to change internal processes to ensure that the cut off date is implemented. This should in most cases be limited to “back office” processes only, and is not expected to be either complex or costly.

#### ***Development and capital cost and operating cost implications***

Costs are expected to be minimal.

#### ***Consequence for the level of contractual risk of Users***

Implications for User contractual risk are expected to be equal and opposite to the changes to risk faced by Transporters. Users will be protected from charges going back before the cut off date, but will no longer be entitled to receive credits going back beyond this period.

The only other risk faced by Users arises from USRVs (User Suppressed Reconciliation Values) as a hard cut over could be seen as incentivising

Shippers to not resolve old items. Other Modification Proposals have been / are being raised to cover this gap.

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

Users and Transporters will benefit significantly from greater business certainty as a result of a defined close out period for retrospection.

**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**

Legislative and regulatory obligations remain unchanged. Transporters may wish to review their contractual arrangements, for example in relation to LDZ meter auditing, in order to try and reduce the possibility of charges not being targeted.

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

**Advantages**

- Provides an enduring solution to a restricted invoice billing period
- Reduces contractual risk for Shippers and Transporters
- Reduces the extent of retrospection in invoices
- Saves Shippers costs when validating invoices
- Reduces exposure of new entrants to unforeseen costs
- Reduces costs to the industry of maintenance and storage of data
- Promotes data quality and data management improvements by Shippers
- Reduced potential size of any one-off reconciliation.
- Significantly increased business certainty for Shippers and Transporters
- Increased incentives on Transporters and Users to ensure that all charges and credits are processed in an accurate and timely way
- Reduced costs and efforts for Transporters and Users in sorting out errors over an extended time period

**Disadvantages**

- The restricted period could prevent elements of energy and transportation charges being attributed appropriately across market segments, thereby leading to socialisation of some costs. (However the market has already seen large one-off reconciliations causing cost pre 1/2/1998.)
- Potentially increased costs for Transporters in ensuring that processes

are accurate and fit for purpose e.g. offtake meters are correctly calibrated.

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

Extensive dialogue has taken place on this subject under the auspices of Review Group 0126. The consensus of that Group is that a backstop on retrospection is desirable, and the further consensus is that the 5 year model, as set out elsewhere in this proposal, is implemented.

*Written Representations are now sought in respect of this Draft Report*

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

Implementation is not required on this basis.

**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**

No such requirement has been identified.

**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 and detailing any potentially retrospective impacts)**

The proposer believes that this proposal is fully developed and ready for consultation. The following timescale is anticipated:

- ◆ Modification Panel consideration for consultation – June 21<sup>st</sup> and July 19<sup>th</sup>
- ◆ DMR issued – July 20<sup>th</sup>
- ◆ Consultation closes – August 9<sup>th</sup>
- ◆ Modification panel consideration for implementation – August 16<sup>th</sup>

Ofgem decision –October for implementation on April 1 2008 or as soon as possible thereafter in 2008 (Xoserve and Shippers need 6 months notice to change and test their systems). Should this proposal be implemented in 2008 but at a date later than 1 April 2008, the first cut off date of 1 April 2004 will apply from that point in the process, to reset in line with the 5 year model set out in this proposal.

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

### **18 Transporter's Proposal**

This Modification Report contains the Transporter's proposal to modify the Code and the Transporter now seeks direction from the Gas and Electricity Markets Authority in accordance with this report.

### **19 Text**

#### **Uniform Network Code – Transportation Principal Document**

##### Section E – Daily Quantities, Imbalances and Reconciliation

Add new paragraph 1.3.9. "No Individual NDM Reconciliation, DM Reconciliation Individual CSEP Reconciliation or Aggregate NDM Reconciliation shall be undertaken in respect of any Day or period prior to the Code Cut Off Date."

##### Section S – Invoicing and Payment

Add new paragraph.1.4.4 "No Invoice Document shall contain an Invoice Item or Invoice Amount that shall relate to any Day or period prior to the Code Cut Off Date."

#### **Uniform Network Code – General Terms**

##### Section C – Interpretation

Add new definition

"**Code Cut Off Date**" means, in relation to any Day within a Formula Year (t), the Code Cut Off Date is 1<sup>st</sup> April in Formula Year t-4

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

For and on behalf of the Relevant Gas Transporters:

**Tim Davis**  
**Chief Executive, Joint Office of Gas Transporters**



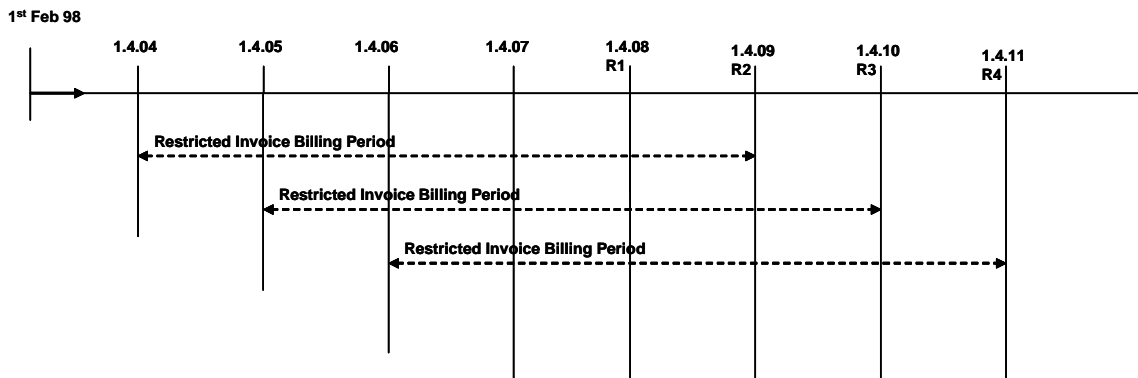
### 1. Restricted invoice billing period 5 years and annual “roll-forward”

The invoice billing period will be restricted to a maximum period of 4 years 364 days.

Assuming a first implementation in April 2008

With effect from 1.4.08 all charges raised from this date and up to 31st March 2009 are restricted to an earliest start date of 1st April 2004

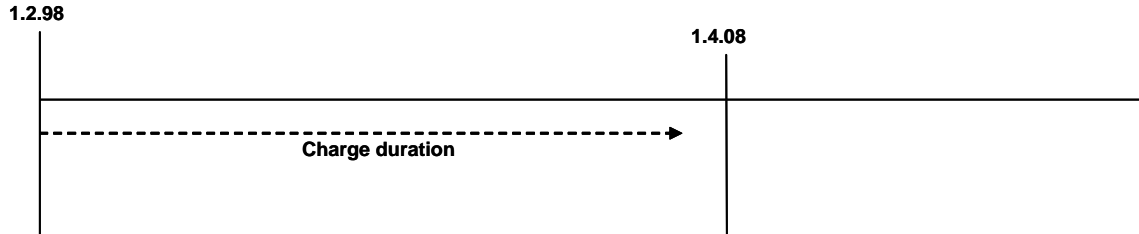
In April 2009, the restricted invoicing billing period will roll-forward one year. With effect from 1.4.09, all charges raised from this date and up to 31st March 2010 will be restricted to an earliest start date of 1st April 2005.



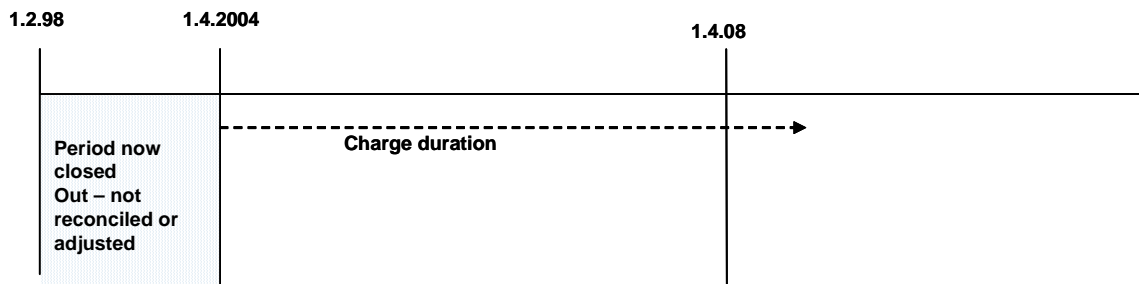
## 2. Hard cutover rules

Once the restricted invoice billing period rolls forward, no further adjustment is made to energy and charges that are now “closed-out”.

Up to 31<sup>st</sup> March 2008, charges (where required) will be calculated from 1<sup>st</sup> Feb 1998



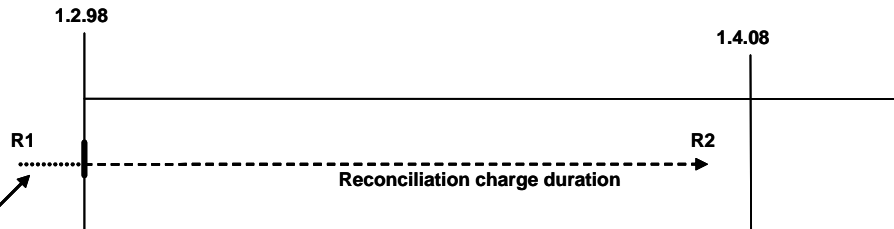
With effect from 1<sup>st</sup> April 2008, charges (where required) will be calculated from 1<sup>st</sup> April 2004



### 3. Hard cutover – reconciliation

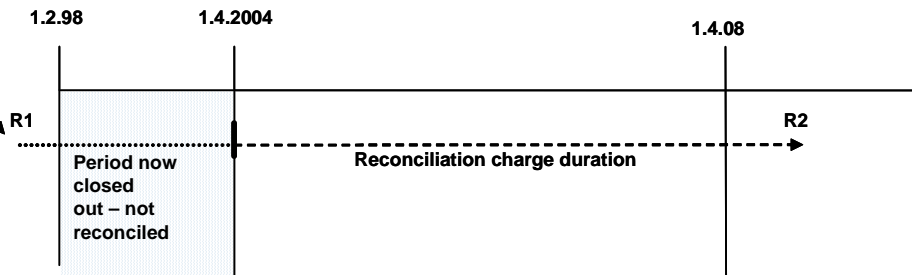
The following diagrams illustrate the hard cutover principles applying to reconciliation.

Up to 31<sup>st</sup> March 2008, charges (where required) will calculate back to 1<sup>st</sup> Feb 1998



The period pre 1.2.98 is unreconciled on current business rules

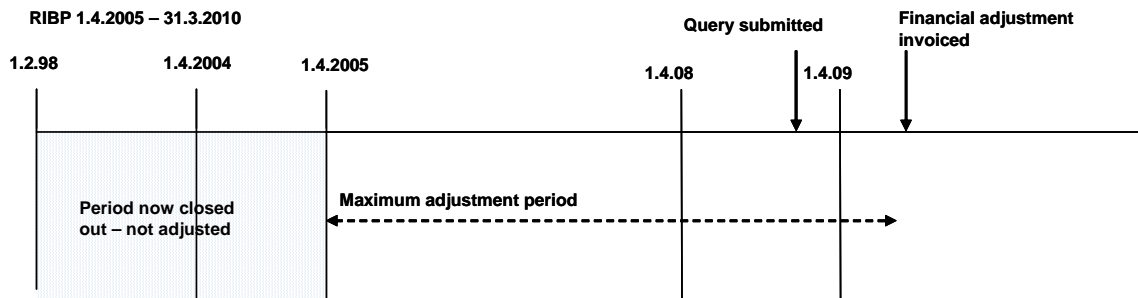
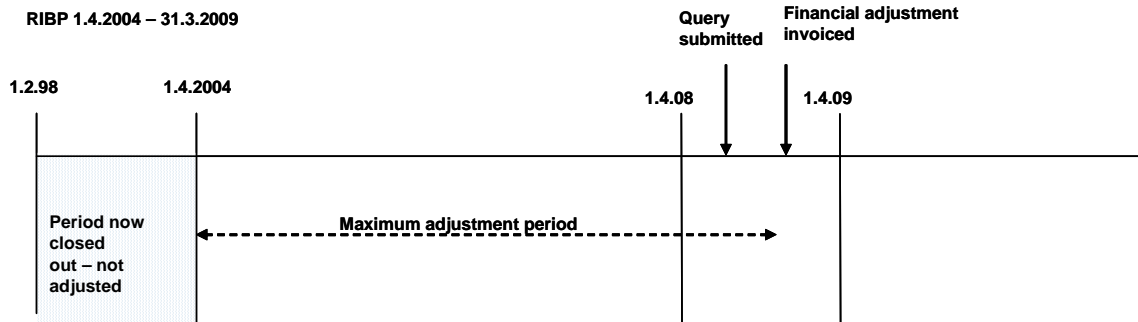
With effect from 1<sup>st</sup> April, charges (where required) will be calculated back to 1<sup>st</sup> April 2004



It was noted in the Review Group that the restricted invoice billing period and the annual roll-forward only have an impact on those reconciliations that extend beyond 5 years. The majority of deemed energy is reconciled within 2 – 3 years of the deemed energy.

#### 4. Hard cutover – adjustments

The following diagrams illustrate the hard cutover principles applying to reconciliation. Note that the maximum allowable invoice period is set when the financial adjustment is invoiced (tax point date) not when the query is submitted. The two diagrams illustrate this point.



It was noted in the Review Group that the restricted invoice billing period and the annual roll-forward only have an impact on those adjustments that extend beyond 5 years. The majority of adjustments are addressed within 2 to 3 years of the invoice issue.

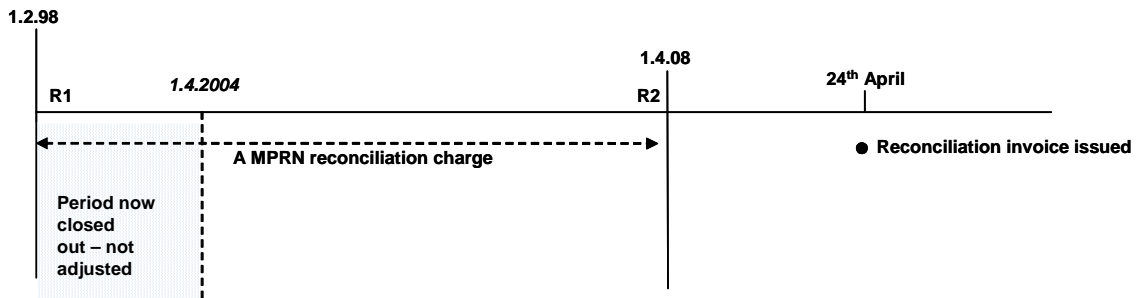
### 5. Business rule – reconciliations and adjustments in progress over the “cutover” period

Reconciliations, and to some extent adjustments, are generally invoiced a month in arrears from the activity that generates the charging activity. For example, where a reconciliation read is received in March, the charge is calculated during March and is issued on the March reconciliation invoice at M+18 i.e. the March invoice is issued sometime in late April.

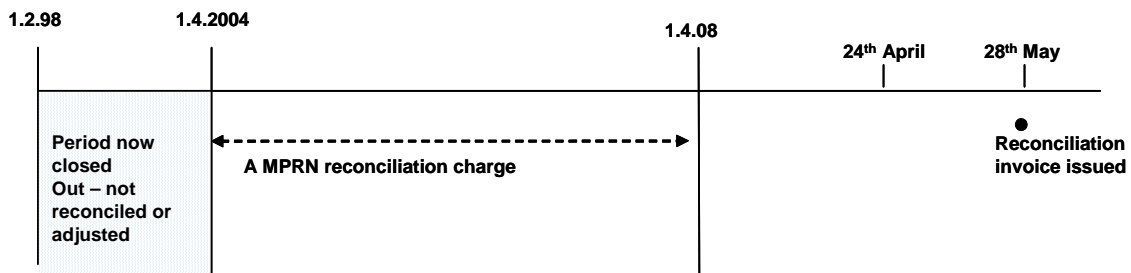
Under a restricted invoice billing period regime, the period will roll forward annually on 1<sup>st</sup> April.

A reconciliation charge on the March invoice (calculated from the read received in March) may contain charges back to the earliest start date of that restricted invoice billing period. However, the March invoice containing this reconciliation charge is not issued until the 18<sup>th</sup> business day of April, when the restricted invoice billing period has rolled forward and a new start date for reconciliations is now in effect. To avoid recalculating those reconciliation charges that pre-date the earliest start date in force when the invoice is issued a business rule will be written to allow these reconciliation charges to be valid.

In the example below, the reconciliation invoice issued on 24<sup>th</sup> April 2008 contains a reconciliation charge that starts from 1<sup>st</sup> February 1998. On 1<sup>st</sup> April 2008, the restricted invoice billing period rolled forward to 1<sup>st</sup> April 2004, and the charges calculated in March 2008 and issued in April 2008 are deemed to be valid.



Any reconciliation reads received from 1<sup>st</sup> April 2008 onwards or any adjustments calculated from 1<sup>st</sup> April 2008, will have a reconciliation or adjustment charge start date of 1<sup>st</sup> April 2004. As illustrated below:



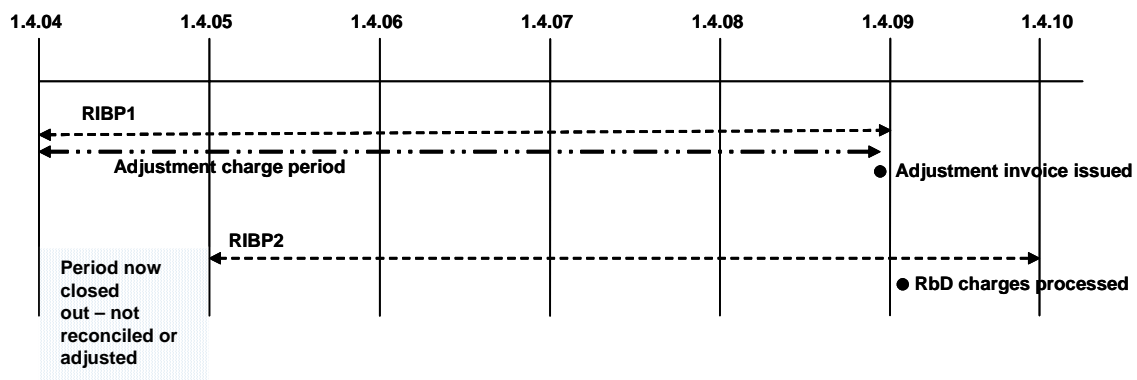
## 6. Business Rule – reconciliation by difference treatment

Reconciliation and adjustment charges are processed as a “primary” charge. Each reconciliation and adjustment charge will generate a “secondary” activity – an equal and opposite to the smaller supply point market through the Reconciliation by Difference (RbD) charges.

Not all RbD charges are issued at the same time as the “primary” charge. Some RbD charges are processed a month later. This occurs where the reconciliation or adjustment is processed offline from the main invoice activities and there is not time to process both “primary” and “secondary” charges within the same month.

A business rule is required to allow all RbD charges to flow in full (regardless of restricted invoice billing period) to ensure that energy in each market sector remains whole.

The diagram below illustrates this point



This business rule is specifically driven by the “primary” charge event. All “primary” charges must have their associated “secondary” charge processed in full.

## 7. Business rule User Suppressed Reconciliation Volumes (USRVs)

Reconciliation charges that exceed certain tolerances are suppressed and do not appear as a charge on an invoice. The USRV are submitted to shippers for resolution. As previously illustrated, a reconciliation charge can extend back to the earliest start date.

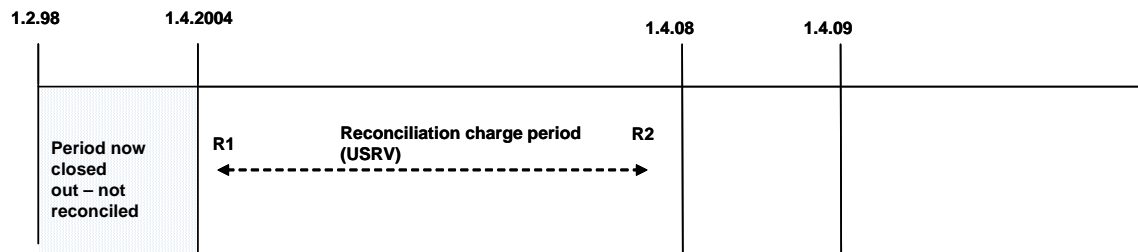
A business rule is required to deal with periods of a USRV that become “timed-out” as the restricted invoice billing period rolls forward.

The Review Group considered options for releasing the USRV in full prior to the 1<sup>st</sup> April roll-forward, or holding the USRV indefinitely until it is resolved by the shipper. Neither of these options were considered to meet the terms of reference of the Review Group.

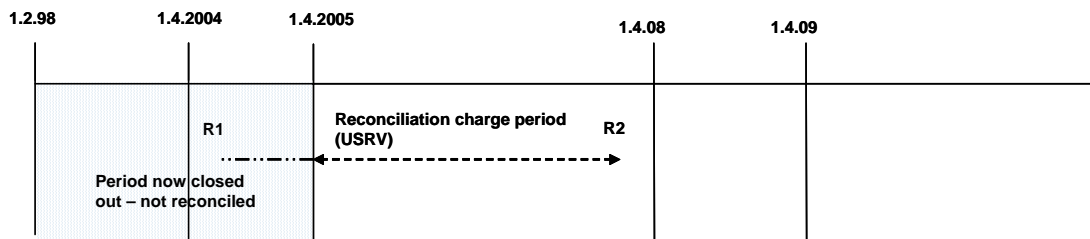
The Review Group have recommended that, to meet the principles outlined above, the USRV is recalculated as required to remove any charges for the period that has become closed out.

The diagrams below illustrate this business rule.

In February 2008, a reconciliation charge is calculated which results in a USRV



In April 2009, part of the reconciliation charge is now “timed out”. The reconciliation is recalculated, and may or may not pass the tolerance filter.

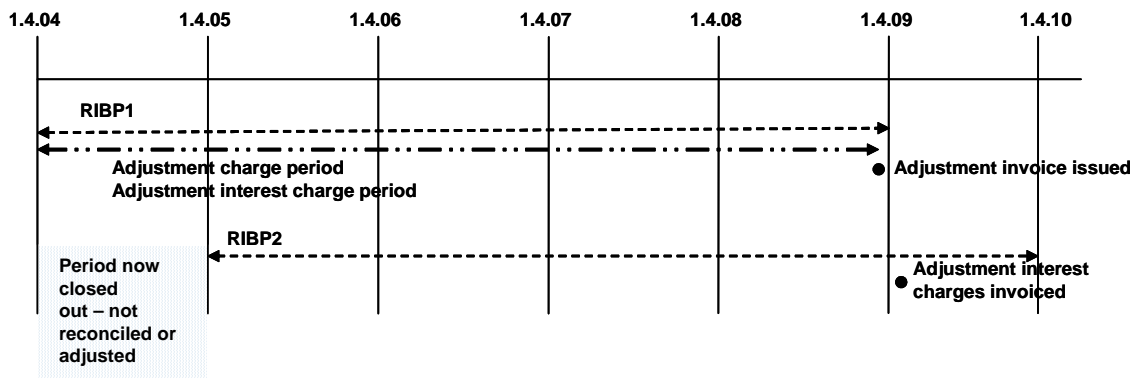


## 8. Business rule - interest charges

Any applicable interest charges associated with an adjustment are generally processed within one month of the adjustment being issued.

A business rule is required to ensure that the full value of interest is applied to the original adjustment regardless of when the interest invoice is issued. This business rule is required for the occasions where the interest invoice is issued in a new restricted invoice billing period and the adjustment charges were issued in the previous restricted invoice billing period and where part of the adjustment charges are in the period that is now closed out.

The diagram below illustrates this rule.



In the above example, the adjustment charges are invoiced in March 2009. The business rules must allow the adjustment interest charges to flow in full, including those relating to the period 1<sup>st</sup> April 2004 to 1<sup>st</sup> April 2005, which is now "closed-out".