

Workstream Report
Removal Of Obligations To Install UK Link User Equipment and UK Link User Software
for UK Link Users who utilise the services of an UK Link User Agent
Modification Reference Number 0259
Version 0.3

This Workstream Report is presented for the UNC Modification Panel's consideration. The Distribution and Transmission Workstreams consider that the Proposal is sufficiently developed and should now proceed to the Consultation Phase. [The Workstreams do not recommend that the Panel requests the preparation of legal text for this Modification Proposal].

1 The Modification Proposal

Uniform Network Code (UNC), Transportation Principal Document (TPD) Section V sets out the arrangements for an Applicant to become a Shipper User in relation to a System (National Transmission System or a Local Distribution System).

Section V2.1.2 (d) (i) requires that the Applicant User shall have secured compliance with the requirements under Section U prior to sending and receiving UK-Link communications, including:

- (i) “the installation and connection of the UK Link User Equipment and the UK Link User software at the Applicant User’s premises.”

A number of UK Link Applicant Users utilise the services of a UK Link User Agent organisation which provides a UK Link Communication service. UK Link User Agent organisations perform this service using their own UK Link User Equipment and UK Link Software which interfaces with the UK Link Network.

To satisfy User Admission requirements, currently each individual Applicant User must secure the installation of UK Link User Equipment and UK Link Software at their own registered premises whether they intend to utilise the services of a UK Link User Agent or not. Where it is the intention of an Applicant User to procure the services of a UK Link User Agent organisation the UK Link User Equipment and UK Link User Software installed at an Applicant User’s own premises is rendered redundant.

This Modification Proposal seeks to amend the User Admission requirements to allow an Applicant User who secures the services of a UK Link User Agent organisation (which already has operational UK Link Equipment and UK Link Software) not to be obligated to secure installation of UK Link Equipment or UK Link Software at its own premises. Also, where UK Link Equipment or UK Link Software has already been installed and is not currently utilised this Modification Proposal would allow the removal of such equipment and software. For confirmation, where a User terminates their contract with a User Agent in line with UNC TPD V6.3.3 it would still be a requirement for a User to adhere to UNC TPD V2.1.2 (d) (i).

Based upon data provided by xoserve, from April 2006 to end March 2007 there were 16 new Users admitted, all of which had UK Link Equipment and UK Link Software installed. A breakdown of the 16 new Applicants indicates that there were 4

portfolio Shippers and 12 traders, of which 9 traders appointed a UK Link User Agent. The UK Link Equipment and UK Link Software installed at the 9 trader organisations' premises is currently not utilised.

Suggested Text

**UNIFORM NETWORK CODE – TRANSPORTATION PRINCIPAL
DOCUMENT**

SECTION V – GENERAL

Amend paragraph 2.1.2 to read as follows:

2.1.2 The requirements referred to in paragraph 2.1.1(a) are as follows:

- (a) ...
- (b) ...
- (c) ...
- (d) the Applicant User shall have secured compliance with those requirements of Section U which are required to be complied with before a User is able to send and receive UK Link Communications, including without limitation:
 - (i) the installation and connection of the UK Link User Equipment and the UK Link User Software at the Applicant User's premises or at the Applicant User's UK Link User Agent's premises;
 - (ii) ...
- (e) ...
- (f) ...
- (g) ...
- (h) ...

2 User Pays

a) Classification of the Proposal as User Pays or not and justification for classification

Not User Pays. There are no costs associated with the implementation of this Modification Proposal.

b) Identification of Users, proposed split of the recovery between Gas Transporters and Users for User Pays costs and justification

No User Pays charges applicable.

c) Proposed charge(s) for application of Users Pays charges to Shippers

No User Pays charges applicable to Shippers.

d) Proposed charge for inclusion in ACS – to be completed upon receipt of cost estimate from xoserve

No charges applicable for inclusion in ACS.

3 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;*

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

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;*

Implementation would remove the obligation on the Transporters to provide UK Link Equipment and UK Link Software that is not required at Applicant Users' premises. This would result in a reduction in the annual expenditure for the provision and annual support of this equipment and software, thus improving the efficient discharge of the licensee's obligations.

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;*

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

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.

4 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.

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

a) implications for operation of the System:

No such implications have been identified.

b) development and capital cost and operating cost implications:

Implementation may realise a reduction in the annual expenditure for Transporters relating to the provision of IX equipment and related on going maintenance costs.

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

No cost recovery proposed.

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

No such implications have been identified.

6 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.

7 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

Implementation may reduce the cost implications of providing the equipment and software associated with the UK Link System for Transporters.

8 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 identified.

Development and capital cost and operating cost implications

Where prospective Users contract with an existing UK Link User Agents for their UK Link services, those Users would not require the installation of new UK Link equipment by the Transporters. There would, therefore, be no requirement for those Users to pay the relevant User Pays charge (Service Item 6 (a) User Admission, “the delivery and installation of IX Equipment” referenced in the Transporters’ Agency Charging Statement as amended from time to time). There may also be a reduction in the cost to Users for hosting the equipment.

Consequence for the level of contractual risk of Users

No such consequence is anticipated.

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

None identified.

10 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.

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

Advantages

- No further advantage has been identified

Disadvantages

- None identified

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

No written representations have been received.

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

Implementation is not required to enable each Transporter to facilitate compliance with safety or other legislation.

14 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

Implementation is not 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.

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

No programme for works would be required as a consequence of implementing the Modification Proposal.

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

Proposal could be implemented with immediate effect following direction from Ofgem.

17 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.

18 Workstream recommendation regarding implementation of this Modification Proposal

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