

26/11/2003

Dear Colleague,

Transco would like to draw your attention to the fact that the Effective Implementation Date for this modification is expected to coincide with the implementation of the new procedure 'Schedule for Shipper Communications in Incidents of CO Poisoning, Gas Fire/Explosions and Local Gas Supply Emergency' as detailed in the Final Modification Report.

An update will be provided in due course.

*Please note: a completely 'random' date of 01/01/9999 has been entered to enable production of this Implementation Notice.*

Regards Mike Berrisford  
Contract Compliance & Development

**NOTICE OF REVISED IMPLEMENTATION  
MODIFICATION PROPOSAL No: 0649**

"Referencing Incident Notification Governance Within Network Code"

Please note that Modification Proposal No 0649 will be implemented with effect from 06:00 hours on 01/01/9999. The Final Modification Report, Version 1.0, was signed by Ofgem on 20/11/2003.

The new Network Code text resulting from this Modification follows.

**Modified Text:**

**SECTION V**

Insert a new paragraph 5.11 to read as follows:

“5.11.1 Transco shall, as soon as reasonably practicable after the occurrence of any of the incidents referred to in paragraph 5.11.2 below (subject always to any obligations of confidentiality and to any obligations (whether pursuant to any Legal Requirement or otherwise) which Transco may reasonably determine have a higher priority in the event of an incident) provide to relevant Users such information regarding the incident as is

set out in the document entitled ‘Schedule for Shipper Communications in Incidents of CO Poisoning, Gas Fire/ Explosions and Local Gas Supply Emergency’ as such document may from time to time be amended by Transco upon notice to Users (the “**Shipper Incident Communication Procedure**”).

5.11.2 The incidents referred to in paragraph 5.11.1 above are:

- (a) explosions or fires due to an escape of gas;
- (b) incidents involving death or major injury due to carbon monoxide poisoning from gas; and
- (c) incidents resulting in a failure to supply more than 250 System Exit Points at any one time,

in each case as more particularly described and defined in the Shipper Incident Communication Procedure.

Yours sincerely,

Julian Majdanski  
Modification Panel Secretary