

UK Link Implementation Document
For
Change Order COR1133
“DM Elective Service”

From
xoserve Business Projects

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1.

Background

Modification 224 seeks to allow users to elect for a daily settlement regime, rather than using the derived Non Daily Metered demand profile. This profile is based upon statistically derived End User Category profiled usage so does not reflect individual site usage. Use of the daily settlement regime – as per the existing Daily Metered market population – enables actual daily consumption measured at site to be used for settlement purposes.

The Transporter Agency will receive Daily Metered readings from Shippers for DM Elective (DME) sites. Receipt of readings from the existing Daily Metered Service Providers will continue for the DM Mandatory (DMM) and DM Voluntary (DMV) sites.

This modification proposes to use the established Daily Metered systems and processes to achieve a tactical solution ahead of any changes to UK-Link systems that may be delivered by Project Nexus.

The file formats detailed in this document are proposed and are not being issued for formal representation and are subject to change dependant on review.

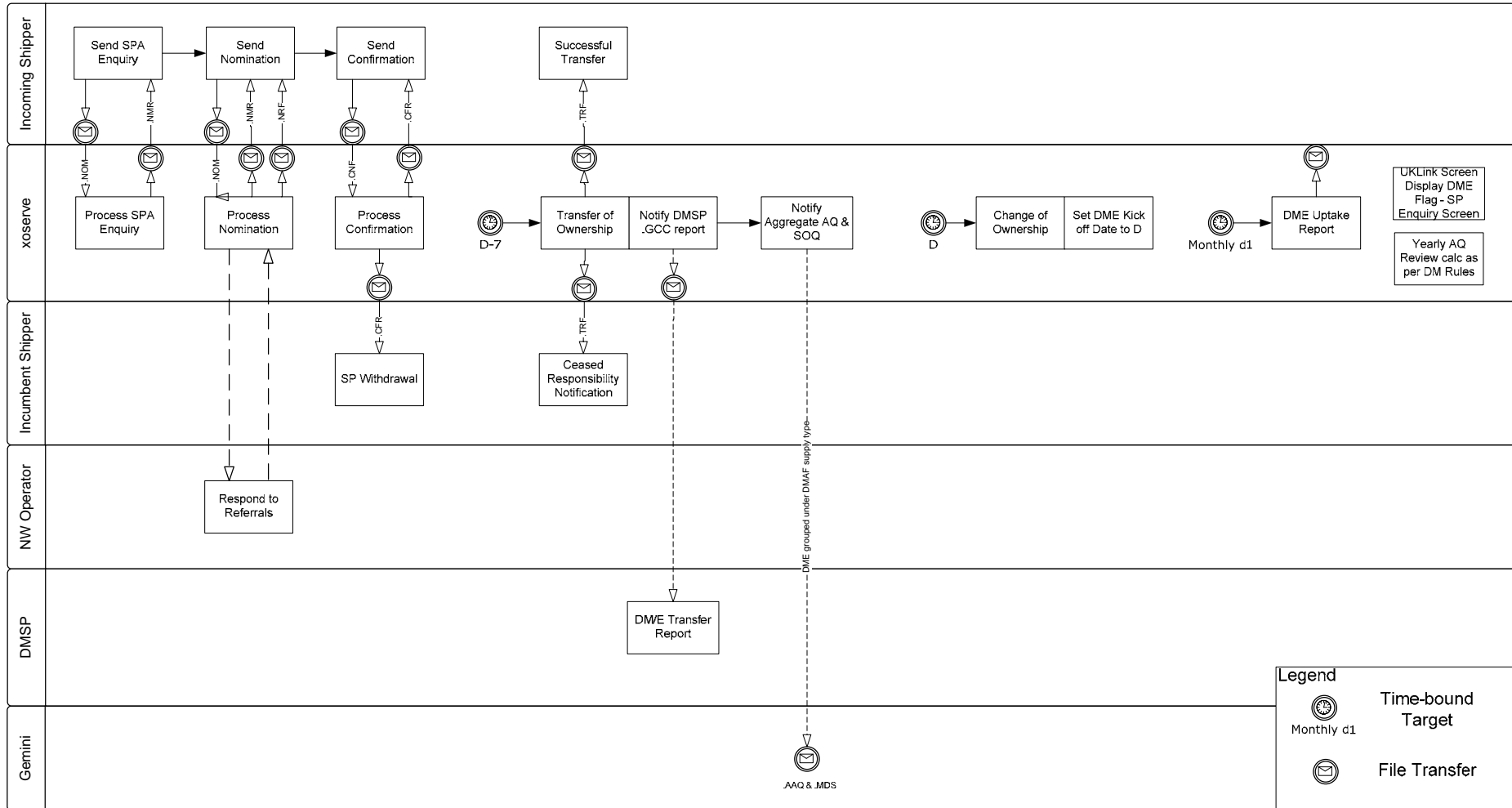
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Supply Point Administration (SPA)

The following diagram provides an overview of the DM Elective SPA processes; there have been some minor amendments to the SPA files to allow a nomination/confirmation as DM Elective.

The proposal is to allow a new GNT value of 'DME' within the nomination and confirmation processes, the GNT value 'DME' will not be stored in Transporter Agency systems and will be used to set a flag that a site is DME. The reasoning behind introducing a new GNT code rather than amending the files to include a flag field is to ensure minimum impact to any Shippers not wishing to participate in the DM Elective Regime.

Overview of Proposed Changes to SPA Processes



Nomination Processing

The following files and record types are proposed to be amended to allow the nomination of a site as DM Elective.

NOM File

The Transporter Agency is proposing to make minor amendments to the .NOM file to allow Shippers to nominate a site as DM Elective. The proposed change is to the S69 Record to include 'DME' as an allowable value in the GAS_NOMINATION_TYPE_CODE field.

Hierarchy



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S69 Record

Appendix A provides a copy of the proposed S69 record for comparison.

S50 Record – Cancellation of Nominations

The shipper can cancel a previously raised Supply Point nomination that is yet to be confirmed by submitting an S50 record in the .NOM file. The functionality is not changed as a result of this change. This functionality has limited use at present so is highlighted to users to check capability of systems. Use of these records is required to cancel offers in order to free capacity when the number of DM Elective are reaching the defined limit



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NMR File

The Transporter Agency is proposing to make minor amendments to the .NMR file following changes to the .NOM file to reflect a site nomination as DME. The proposed changes are to the S69 and S75 Records to include 'DME' as an allowable value in the GAS_NOMINATION_TYPE_CODE field.

Hierarchy



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S69 Record

Appendix A provides a copy of the proposed S69 record for comparison.

S75 Record

Appendix A provides a copy of the proposed S75 record for comparison.

S72 Record - New Rejection reasons

The below rejection codes have been created with the introduction of DM Elective.

DME UKLink Implementation Plan v0.1 FR 20090210

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- GNT 00021 – AQ of the Supply Point/Meter Point does not qualify to be nominated as DM Elective
- GNT 00022 – AQ of the Meter Point does not qualify to be nominated as DM Elective
- NOM 00038 – Number of DM Elective meter points reached Ceiling limit
- NOM 00039 – DM Elective Meter Points cannot be Interruptible

NRF File

The Transporter Agency is proposing to make minor amendments to the .NRF file following changes to the .NOM file to reflect a site nomination as DME. The proposed changes are to the S69 and S75 Records to include 'DME' as an allowable value in the GAS_NOMINATION_TYPE_CODE field.

Hierarchy



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S69 Record

Appendix A provides a copy of the proposed S69 record for comparison.

S75 Record

Appendix A provides a copy of the proposed S75 record for comparison.

Confirmation Processing

The following file and record types are proposed to be amended to allow the confirmation of a site as DM Elective. There are no changes to the .CNF file as this does not contain any record type with a field relating to GNT.

CFR File

The Transporter Agency is proposing to make minor amendments to the .CFR file following changes to reflect a site confirmation as DME. The proposed changes are to the S75 and S77 Records to include 'DME' as an allowable value in the GAS_NOMINATION_TYPE_CODE field.

Hierarchy



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S75 Record

Appendix A provides a copy of the proposed S75 record for comparison.

S77 Record

Appendix A provides a copy of the proposed S77 record for comparison.

TRF File

The following file and record type are proposed to be amended following the Transfer of Ownership of a DM Elective site to reflect the new GNT code value of DME. The proposed change is to the S75 Record to include 'DME' as an allowable value in the GAS_NOMINATION_TYPE_CODE field.

Hierarchy



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S75 Record

Appendix A provides a copy of the proposed S75 record for comparison.

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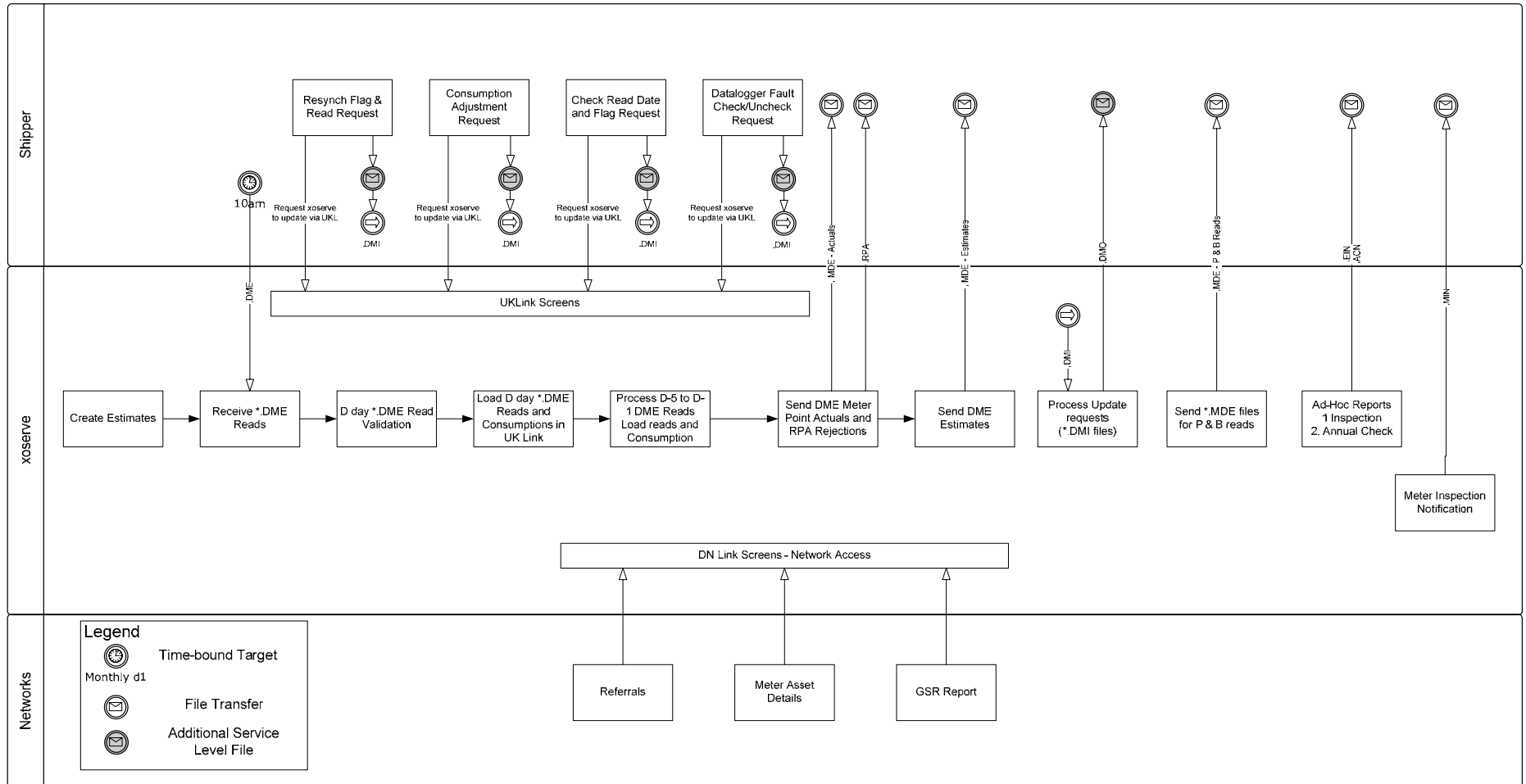
DME Read Submission and DM Activities Process Flows

The following diagram provides an overview of the DM read submission and DM activities process flow, all files submitted to the Transporter Agency via the IX will receive an IX delivery receipt as per the current IX standards.

The .DME file that will be used by Shippers to submit the daily reads has utilised the existing .DLC file format.

The .MDE file that will be issued to the Shippers detailing the submitted daily read information has utilised the existing .MDR file format, by cloning this file this will assist in minimal changes to Shippers systems to accept this new file type.

Overview of Proposed Changes to DM Processes



DME Read Submission Files

ERR/FRJ Files

All files submitted will be subject to the standard ERR and FRJ file validations, these rejections are consistent with rejections currently issues to system users. Any file validation failures will be reported back to the Shipper that submitted the file in the .ERR/.FRJ file detailing associated errors with the input file.

The following are the proposed new file formats for the submission and reporting of DM Elective daily reads; all files will be sent/issued via the IX gateway.

DME File

File used to submit daily reads for DM Elective sites.

Hierarchy and Record Structure



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MDE File

The .MDE file is a clone of the existing .MDR file that currently provides users with the Actual, Estimated and Prorated readings from the Daily Read Service. There will be three runs of the MDE file daily, each run will provide various information in relation to the DM Elective reads, consistent with the existing DM regime.

1. MDE Actuals and Estimates following rejection of Actual read – Contains responses to the accepted reads submitted by the Shipper in the DME file and estimates where D+1 read is rejected.
2. MDE Estimates – Contains details relating to the reads estimated by the system where no reading was provided.
3. MDE B&P – Contains details relating to the Better and Prorated reads generated by the system.

Hierarchy and Record Structure



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RPA File

The RPA file will provide the submitted read records that have failed the DME read validations. This file does not follow the UK Link standards for reporting rejections but does contain Object Class Codes as a separate field within the file.

Note, this file will only contain rejected records and reasons which is inconsistent with UK Link standard rejection files. Accepted records will not be reproduced, as is usual in Transporter to User response files.

The [M01] record in the .RPA file will be received when the cap of 10 daily DME files has been breached by a Shipper, the [M01] record will have an associated S72 record detailing the rejection reason.

Hierarchy and Record Structure



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New Rejection Codes

With the introduction of DM Elective the following are new rejection codes that will be provided in the .RPA file.

- DME 00013 – DMM/V actual reads are not expected in DME file
- DME 00014 – Meter Point is not DME during the read period
- DME 00015 – DME reading sent by non RSU shipper
- **Object Class Code:** DME, **Message Code:** 00020, **Message:** File breached the daily DME acceptance cap for the shipper

A consolidated list of RPA rejection messages to be provided.

DM Activities

There is a suite of DM activities that are required to be completed by the Shipper/IDC in order to manage the DM Elective Regime. The DM activities can be completed via two services, Base (manual process completed by the Transporter Agency) or Additional (automated solution). The Transporter Agency has completed analysis on both service levels and the approach for completion of each of the activities is outlined below:

Online Consumption Adjustment Request

Base Level Service

Shippers contact the Transporter Agency with Consumption Adjustment reads up to D+5 for manual input into UK Link, these transactions will be subject to a User Pays Charge.

Additional Level Service

Consumption Adjustment details to be updated in the [O18] record type in the .DMI file and submitted by the Shipper via the IX.

Standard ERR and FRJ file level validations in addition to system validations will be applied to the .DMI file and on successful completion the Consumption Adjustment details will be loaded to UK Link.

Appendix A provides a copy of the hierarchy and record structure of the .DMI file

A .DMO response file will be generated following submission of a .DMI file with the [O23] record confirming if the details have been successfully updated within UK Link. If a record has been rejected the .DMO file will contain the [O23] record and an associated S72 rejection record. Wherever possible existing messages where these are specific to the rejection scenario – e.g. MPO 00001 Meter Point does not exist will be re-used.

Offline Consumption Adjustment Request

There is no concept for a Base or Additional service level for the offline Consumption Adjustment Process outside the D+5 closeout window; these will follow the current DM process and the Shipper will be required to submit a completed ADJ1 form to the Transporter Agency.



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Flag Datalogger Resynchronisation

Base Level Service

The Resynchronisation Flag is set by a representative of the Shipper (IDC or Field Engineer) calling the Transporter Agency to set via an existing UK Link screen, this service would be subject to a User Pays Charge.

Additional Level Service

Datalogger Resynchronisation Flag details to be updated in the [O14] record type in the .DMI file and submitted by the Shipper via the IX.

Standard ERR and FRJ file level validations will be applied to the .DMI file in addition to system validations, on successful completion the Datalogger Resynchronisation Flag details will be loaded to UK Link.

Appendix A provides a copy of the hierarchy and record structure of the .DMI file

A .DMO response file will be generated following submission of a .DMI file with the [O19] record confirming if the details have been successfully updated within UK Link, any rejections will be detailed within this file in the S72 record.

Load Resynchronisation Reads

Base Level Service

Shipper contacts the Transporter Agency and provides resynchronisation reads to be manually input into an existing UK Link screen, this service would be subject to a User Pays Charge.

Additional Level Service

Datalogger Resynchronisation Read details to be updated in the [O15] record type in the .DMI file and submitted by the Shipper via the IX.

Standard ERR and FRJ file level validations will be applied to the .DMI file in addition to system validations, on successful completion the Datalogger Resynchronisation Read details will be loaded to UK Link.

Appendix A provides a copy of the hierarchy and record structure of the .DMI file

A .DMO response file will be generated following submission of a .DMI file with the [O20] record confirming if the details have been successfully updated within UK Link, any rejections will be detailed within this file in the S72 record.

Flag Check Read

Base Level Service

The check read date and flag would be set by a representative of the shipper (IDC or Field Engineer) calling the Transporter Agency to set via an existing UK Link screen, this service would be subject to a User Pays Charge.

Additional Level Service

Check Read details to be updated in the [O16] record type in the .DMI file and submitted by the Shipper via the IX.

Standard ERR and FRJ file level validations will be applied to the .DMI file in addition to system validations, on successful completion the Check Read details will be loaded to UK Link.

Appendix A provides a copy of the hierarchy and record structure of the .DMI file

A .DMO response file will be generated following submission of a .DMI file with the [O21] record confirming if the details have been successfully updated within UK Link, any rejections will be detailed within this file in the S72 record.

Flag/Un-flag Datalogger Faulty

Base Level Service

Shippers to contact the Transporter Agency on the day a fault is identified, the Transporter Agency will set the flag via an existing UK Link screen; these transactions will be subject to a User Pays Charge.

Additional Level Service

The datalogger fault status details to be updated in the [O17] record type in the .DMI file and submitted by the Shipper via the IX.

Standard ERR and FRJ file level validations will be applied to the .DMI file in addition to system validations, on successful completion the Check Read details will be loaded to UK Link.

Appendix A provides a copy of the hierarchy and record structure of the .DMI file

A .DMO response file will be generated following submission of a .DMI file with the [O22] record confirming if the details have been successfully updated within UK Link, any rejections will be detailed within this file in the S72 record.

Maintain Datalogger Asset Data

UK Link requires datalogger asset data to be present on the system, a process needs to be undertaken to simulate this as analysis has highlighted that this will reduce the complexity of the change.

Base Level Service

Prior to nomination of a meterpoint as DME, Shippers to contact the Transporter Agency to input dummy datalogger details to allow the nomination process to proceed.

Additional Level Service

Current UK Link system validations require datalogger asset details to be held on UK Link to allow a nomination/confirmation of a DME site. As part of the additional level service these

validations will be circumvented to allow the nomination/confirmation to proceed without datalogger details being present on the system. On the Confirmation Effective date the system will auto populate dummy datalogger details for the DME meterpoint.

4. Reporting

A monthly DME uptake report will be published on www.xoserve.com detailing the current DME uptake statistics, the report detail is as follows:

Field Number	Field	Meaning
1	Total DME Uptake	Sum of the count of meter points in the following four rows.
2	Total Live DME	The total number of Live DME MPs
3	Confirmations at CO status	The total number of DME MPs as a part of CO confirmations
4	Nomination requests at RQ status	The total number of distinct DME MPs for which there are RQ confirmations
5	Outstanding nomination requests	The total number of distinct DME MPs for which there are outstanding offers
6	Available Limit	Ceiling Limit – (Sum of fields 1,2,3 and 4)

Two Reporting requirements were identified with the introduction of the DM Elective Regime that the Transporter Agency will make available to Shippers on a Non Code User Pays Service to detail check reading and inspection due dates.

Meter Inspection notification will be as per existing functionality using the .MIN file.

Annual Check Visit Report

On an ad-hoc basis the Shipper can raise a request with the Transporter Agency to run a report providing the previous annual site visit details for all DME sites within their portfolio. Analysis is still to determine the delivery method of this report, it is likely this ad-hoc report will be delivered by email.

Hierarchy and Record Structure



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Meter Inspection Report

On an ad-hoc basis the Shipper can raise a request with the Transporter Agency to run a report providing the previous meter inspection date for all DME sites within their portfolio. Analysis is still to determine the delivery method of this report; it is likely this ad-hoc report will be delivered by email.

Hierarchy and Record Structure



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5. Invoicing

To be defined.

6. Appendix A

S69 Record



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S75 Record



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S77 Record



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DMI File

Hierarchy and Record Structure



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DMO File

Hierarchy and Record Structure



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Rejection Codes

- DME00005 - The mentioned Adjustment Code should be present in the system
- DME00006 - Permissible values on Resync reason
- DME 00016 – Consumption Adjustment code is not present
- DME 00017 – Resync Reason not valid
- DME 00018 – MP is not DM Elective