

CODE MODIFICATION PROPOSAL No xxxx
Facilitating a Supply Point Enquiry Service for Large Supply Points
Version 0.1

Date: 16/04/2009

Proposed Implementation Date:

Urgency: Non Urgent

1 The Modification Proposal

a) Nature and Purpose of this Proposal

British Gas have raised this proposal to amend the UNC to permit access to a Supply Point Enquiry service for all larger supply points.

Presently, the UNC (G1.17) only permits a Supply Point Enquiry where an Enquiring User is “contemplating submitting a Supply Point Nomination”. This means that, for a User to provide a quotation to a customer, the User must first submit the Supply Point Enquiry to the Transporters Agent and then receive the Supply Point Enquiry data.

The problem is that the process of submitting a Supply Point Enquiry and receipt and secondary processing of this data into a quotation adds time and cost to each User.

We consider that any User, as a business, is contemplating submitting a Supply Point Nomination to any customer that approaches it. Therefore the ability to gain immediate access to this data is of benefit to it, and the restriction to this data by the word “contemplating” is unnecessary.

If the UNC permitted the provision of the Supply Point Enquiry data for all larger supply points and this data was available to Users as a user pays report, then Users would be able to improve their internal quotation processes, and possibly remove costs from the wider business

Therefore this proposal, if implemented, would amend G1.17 enabling xoserve to produce a report on a user pays basis containing all of the information that would be available to Users under the current Supply Point Nomination Process.

b) Justification for Urgency and recommendation on the procedure and timetable to be followed (if applicable)

Not urgent

c) Recommendation on whether this Proposal should proceed to the review procedures, the Development Phase, the Consultation Phase or be referred to a Workstream for discussion.

We intend to discuss this proposal at the Distribution Workstream. Following any amendments that may be made at this meeting, we would ask that the modification proposal proceeds to the Consultation Phase.

2 Extent to which implementation of this Modification Proposal would better facilitate the achievement (for the purposes of each Transporter's Licence) of the Relevant Objectives

The implementation of this proposal would enable Users to improve their internal processes and provide quicker responses to customer quotations. This would improve the customer experience and secure effective competition between relevant shippers and suppliers.

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

Not applicable

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

a) The implications for operation of the System:

Non identified

b) The development and capital cost and operating cost implications:

Non identified

c) Whether it is appropriate to recover all or any of the costs and, if so, a proposal for the most appropriate way for these costs to be recovered:

This is anticipated to be a user pays service. Development and incremental operational costs should be split so that 0% are allocated to Transporters and 100% of costs are allocated to Shippers. It is understood that development costs for an offline service would be minimal and should be recovered in the first year's services charges.

d) The consequence (if any) on the level of contractual risk of each Transporter under the Uniform Network Code of the Individual Network Codes proposed to be modified by this Modification Proposal

Non identified

5 The extent to which the implementation is required to enable each Transporter to facilitate compliance with a safety notice from the Health and Safety Executive pursuant to Standard Condition A11 (14) (Transporters Only)

No impact

6 The development implications and other implications for the UK Link System of the Transporter, related computer systems of each Transporter and related computer systems of Users

To minimise changes to UK Link systems, the we consider that the existing Supply Point Enquiry service via UK Link files should remain as is, with the present volume restrictions. The new service will be provided outside of UK Link arrangements as a user pays report.

7 The implications for Users of implementing the Modification Proposal, including:

a) The administrative and operational implications (including impact upon manual processes and procedures)

As a user pays service, only those Users that take the service will be impacted. No other User or Transporter will be impacted.

b) The development and capital cost and operating cost implications

Non identified

c) The consequence (if any) on the level of contractual risk of Users under the Uniform Network Code of the Individual Network Codes proposed to be modified by this Modification Proposal

Non identified

8 The implications of the implementation for other relevant persons (including, but without limitation, Users, Connected System Operators, Consumers, Terminal Operators, Storage Operators, Suppliers and producers and, to the extent not so otherwise addressed, any Non-Code Party)

Non identified

9 Consequences on the legislative and regulatory obligations and contractual relationships of the Transporters

Non identified

10 Analysis of any advantages or disadvantages of implementation of the Modification Proposal not otherwise identified in paragraphs 2 to 9 above

Advantages

Users will be in a better position to respond to customer quotation requests.

Disadvantages

Non identified

- 11 Summary of representations received as a result of consultation by the Proposer (to the extent that the import of those representations are not reflected elsewhere in this Proposal)**
- 12 Detail of all other representations received and considered by the Proposer**
- 13 Any other matter the Proposer considers needs to be addressed**
- 14 Recommendations on the time scale for the implementation of the whole or any part of this Modification Proposal**
- 15 Comments on Suggested Text**
- 16 Suggested Text**

Code Concerned, sections and paragraphs

Uniform Network Code

Transportation Principal Document

Section(s) G1.17

Proposer's Representative

Mitch Donnelly, British Gas

Proposer

Mitch Donnelly, British Gas