
















0550:

Project Nexus – Incentivising Central Project Delivery.

- 01 Modification
- 02 Workgroup Report
- 03 Draft Modification Report
- 04 Final Modification Report

This Modification proposes to introduce incentive payments from Gas Transporters to Shippers should the implementation of Project Nexus be further delayed beyond 1st October 2016 because of transporters' failure to deliver.

| | |
|---|--|
|  | The Proposer recommends that this modification should be assessed by a Workgroup |
|  | High Impact: Shippers and Transporters. |
|  | Medium Impact: None |
|  | Low Impact: None |

| Contents | |  Any questions? |
|--|-------------------|--|
| 1 Summary | 3 | Contact: Code Administrator |
| 2 Why Change? | 4 |  enquiries@gasgovernance.co.uk |
| 3 Solution | 5 |  0121 288 2107 |
| 4 Relevant Objectives | 7 | Proposer: Edward Hunter |
| 5 Implementation | 8 |  Edward.Hunter@npower.com |
| 6 Impacts | 8 |  telephone: 07788 309163 |
| 7 Legal Text | 8 | Transporter: National Grid Distribution |
| 8 Recommendation | 9 |  chris.warner@nationalgrid.com |
| About this document: | |  07778 150668 |
| This modification was presented by the proposer to the Panel on 20 August 2015. The panel agreed with the proposer's recommendation that this modification should be referred to a workgroup for assessment. | | Systems Provider: Xoserve |
| The Proposer recommends the following timetable: | |  commercial.enquiries@xoserve.com |
| Initial consideration by Workgroup | 08 September 2015 |  telephone |
| Amended Modification considered by Workgroup | 20 October 2015 | Additional contacts: Steve Nunnington |
| Workgroup Report presented to Panel | 21 January 2016 |  steve.nunnington@xoserve.com |
| Draft Modification Report issued for consultation | 22 January 2016 |  0121 623 2563 |
| Consultation Close-out for representations | 12 February 2016 | |
| Final Modification Report presented to Panel | 15 February 2016 | |
| UNC Modification Panel recommendation | 18 February 2016 | |

1 Summary

Is this a Self-Governance Modification?

Self Governance procedures are not requested as this modification is likely to have a material impact on the commercial activities connected with the shipping and transportation of gas since it introduces the potential for financial payments by the transporters and is expected to require financial transactions between industry parties.

Is this a Fast Track Self-Governance Modification?

Fast Track does not apply because this is not a housekeeping matter.

Why Change?

Modifications 0432 and 0440 were approved by Ofgem in February 2014 and January 2015 respectively. Prior to the approval of these modifications the industry was already working towards an implementation date of 1st October 2015. This 1st October 2015 date was established as a result of a stated desire by Ofgem in 2012 that the revised settlement functionality should be delivered by the 4th quarter 2015. On reviewing this requirement there was broad industry consensus to set the implementation date for the relevant modifications as 1st October 2015.

Gas Shippers consider that they will be ready for 1st October 2016, but are concerned that the Transporter Agency will not meet this date, resulting in a delay to the modifications and delivery of the systems solution.

This modification seeks to address the lack of commercial incentive on the GTs associated with the delivery of modifications 0432 and 0440.

Solution

~~The solution~~ This proposal seeks to introduce an incentive payments scheme from the Gas Transporters to Gas Shippers that will be triggered upon Authority Direction of the implementation of a UNC Modification that delays the -in the event that the Project Nexus Go-live/Implementation date is delayed. If Transporters are found to be solely responsible for a deferral of the date, payments will be made to Shippers and to [a fuel poverty charity nominated by Ofgem]. further by non-delivery of the central system industry solution detailed in the modifications above. For clarity the Project Nexus Implementation date (applicable for this modification) is 1st Oct 2016.

Relevant Objectives

This proposal has a positive impact on Relevant Objective f): promotion of efficiency in the implementation and administration of the Code. We believe that an appropriate financial incentive will encourage Transporters to take all necessary action to ensure that Nexus is delivered by 01 October 2016, ensuring that the new UNC obligations under Modifications 0432 and 0440 can be met.

Implementation

This Modification should be implemented at the earliest possible date following Authority Decision.

Does this modification impact a Significant Code Review (SCR) or other significant industry change projects, if so, how?

This Modification Proposal relates to the industry programme for replacement of UK-Link systems, since it defines a backstop implementation date. It does not however propose any changes to the functionality or

the proposed solution and therefore should have no impact on the existing approved Project Nexus Modifications.

2 Why Change?

~~Modification 0434 — Project Nexus, Retrospective Adjustment was signed off by Ofgem with an implementation date of the 1st Oct 2015 (Nexus Go-Live) and the industry and the Transporter's Agent had been working towards this implementation date. It then become apparent that Nexus full functionality inclusive of Retrospective Adjustments and Unique Sites could not be delivered by Xoserve by 1st October 2015. In addition, PwC had significant concerns over the Transporter's Agency approach to market trials and testing and the lack of any contingency planning and the level of parallelism. The programme has therefore been subject to a one year delay to enable robust end to end testing and market trials, which were not set out by Xoserve as part of the original programme plan and undertaken before Nexus Go Live. At the same time the Transporters Agent revealed that there were more than 150 file format changes that need to be incorporated in the solution before baselining could take place.~~

~~Shippers were requested by Ofgem to deliver their own internal Nexus solutions for the 1st October 2015. However, the uncertainty and delays have placed significant risk and financial burden on Gas Shippers in the form of extended major change programmes. In addition at this time there is limited confidence amongst Shippers that any revised 1st October 2016 date will be achieved by the Gas Transporters for delivery of the central solution. It could therefore be the case that Shippers have their own internal systems ready and the Transporters Agency have not delivered the system solution. (UNC Modification 0432 — Project Nexus Gas Demand Estimation, Allocation, Settlement and Reconciliation Reform and 440 Project Nexus iGT Single Service Provision).~~

~~Gas Transporters are obligated under the UNC to provide processes and services, which is delivered by the UK Link system. Through discussion with Ofgem under the Price Control the Transporters highlighted that the lifespan of the current UK Link system was limited and the current solution would be unable to cope with smart metering data. Therefore it was agreed that a new UK Link replacement system (Project Nexus) could be developed and funded through the Price Control!~~

~~The UK link system has been identified as aged and requiring significant upgrading or replacement to continue to service the Industry effectively.~~

~~The UK Link solution is required to facilitate the roll out of Smart metering and ensure the benefits associated with this are delivered.~~

~~Modifications 0432 and 0440 were approved by Ofgem in February 2014 and January 2015 respectively. Prior to the approval of these modifications the industry was already working towards an implementation date of 1st October 2015. This 1st October 2015 date was established as a result of a stated desire by Ofgem in 2012 that the revised settlement functionality should be delivered by the 4th quarter 2015. On reviewing this requirement there was broad industry consensus to set the implementation date for the relevant modifications as 1st October 2015.~~

~~Once an implementation date is set the industry plans for that date and expects delivery to be met. There are currently no commercial arrangements within the UNC to incentivise delivery. It is simply expected to happen.~~

The industry planned and commenced work to meet the implementation date. Following concerns raised by the industry regarding the overall approach to industry planning and assurance, Ofgem appointed PwC to assess industry readiness, PwC commenced work in April 2015.

On 1st May 2015, PwC published the findings of their industry assurance assessment after reviewing iGT, GT and Shipper delivery plans for 1st October 2015. PwC found that organisations had built their delivery plans “right to left” focussing on the prescribed end date of 1st October 2015 and many plans were incomplete. Approximately 60% of organisations would not have completed build activities in time to take part in L1 Connectivity Testing and L2 File Format testing, therefore resulting in an incomplete and ineffective Market Trials period. In addition, Xoserve widely reported their delivery plan was built “right to left” and contained high levels of parallelism in order to achieve the implementation date and was not the approach they would ordinarily endorse. PwC recommended an exercise be undertaken to determine the most appropriate implementation date. At the time of the recommendation from PwC to replan the implementation date, a number of file format changes, found through Xoserve testing activities, were required to be changed.

The industry re-planned (on a left to right basis) the programme of works and established a revised implementation date of 1st October 2016 for the modifications. Urgent modification 0548 re-set the implementation date to 1st October 2016.

Shippers consider that they will be ready for 1st October 2016, but are concerned that the Transporter Agency will not meet this date, resulting in a delay to the modifications and delivery of the systems solution.

A key part of the RIIO process is ensuring the incorporation of incentives within the price control structure that deliver value for customers. It is the view of RWE that any further delay to the Nexus programme will inflict unnecessary further costs on consumers particularly as significant changes are expected across the industry over the next five years and therefore there should be some incentives introduced in this area.

This modification seeks to address the lack of commercial incentive on the GTs associated with the delivery of modifications 0432 and 0440.

3 Solution

Outline of the Payment Incentive Scheme

To incentivise Gas Transporters to deliver the system solution on time, it is proposed to introduce a payment incentive scheme that will be triggered in favour of Shipper Users and [a nominated charity] if non-delivery is due to a specific failure by the Gas Transporters and the delivery date is not achieved. The incentive payments are to be assessed at a monthly rate of [£5m] or part of this sum dependent on the period of time that delivery remains outstanding. The Proposer has anticipated that a rescheduled mid monthly go live is a low probability, however the Solution accommodates such an event. The incentive payments will be capped to a period of two months.

Half of the payment incentive scheme will be distributed to Gas Shipper Users based on market share supply point count on the 1st October 2016. Payments will be expected to be made in the month following the relevant month of delay. This will be performed using the current transportation invoicing process. The remaining half will be redistributed to [a suitable charitable organisation].

Supporting Information

To provide industry with assurance that the scheme is set at a relevant level, the amount of these payments was intended to be defined by the UNC Governance Workgroup. There is little information

available and Xoserve have been unable to provide either their cost liabilities (due to commercial reasons) or an accurate assessment of the cost of Project Nexus. ~~Therefore the proposed scheme payments are referenced upon PwC's independent assessment of the cost to Gas Shippers of extending their internal development programmes. The PwC RAASP report has assessed that the cost of the delay to the Industry is [£4–6m] per month [include explanation of how this is derived from the paper]:~~ <http://www.gasgovernance.co.uk/sites/default/files/RAASP%20Impact%20Assessment%20v1.0%2003%20September%202015.pdf> Due to this the proposer has chosen a value of £5m per month to place on the incentive scheme.

The proposer acknowledges that this value is ~~the only one available to assess the cost to the industry of Project Nexus delay and is~~ not considered accurate by some parties. The intention of this modification is to provide a suitable value for an incentive payment. Due to the nature of an incentive payment it is not required to be an accurate or genuine pre-estimate of Gas Shipper loss. It is provided to incentivise delivery and is not required to compensate Gas Shippers for loss however in this case the proposer feels that this value is relevant and reasonable and is believed to be roughly [10%] of the costs of the initial delivery programme previously estimated at [£70m] whilst no other industry information has been forthcoming.

For the avoidance of doubt the Modification proposes that the Gas Transporters meet the costs of of any incentives from shareholders and not through transportation allowances.

Business Rules

Phrases in italics are to aid understanding and not for inclusion in Code

1. How does the scheme become live? The trigger for the scheme to become active is if the Project Nexus Implementation Date for functionality associated with Modifications 0432 and 0440 of 01 October 2016 is not achieved.

- 1.2. How are transporters determined to be liable? ~~Any delay to this delivery that results in Gas Shippers extending their internal delivery programmes through circumstances beyond their own control and is within the control of Gas Transporters (unless defined as a Force Majeure event) will result in the enactment of the payment scheme detailed in this modification. OR A~~ modification is successfully implemented through Authority direction that defers the Implementation Date as a ~~direct~~ consequence of Gas Transporters failure

3. How much are Transporters liable for and how is it distributed? The Transporter Incentive Payment of £5m per calendar month (or part of) will be paid on a daily pro-rata basis. Incentive Payments will be distributed as follows:
 - a. 50% of the Transporter Incentive Payment will be paid to Shipper Users based on Shipper Users proportion of Supply Point counts. Payments/invoicing will be made in line with TPD Section S.
 - i. Where a Shipper User's individual payment under this scheme is [<£100], a default payment of [£100] will be made. For the avoidance of doubt, such sums are to be taken from the overall scheme amount.
 - b. 50% of the Transporter Incentive Payment will be paid to [a Fuel Poverty Charity of Ofgem's designation].

- 4.) What is the limit to the scheme? The Transporter Incentive Payment will be capped at two months.

| | |
|--|---|
| Classification of the modification as User Pays, or not, and the justification for such classification. | No User Pays service would be created or amended by implementation of this modification and it is not, therefore, classified as a User Pays Modification. |
| Identification of Users of the service, the proposed split of the recovery between Gas Transporters and Users for User Pays costs and the justification for such view. | N/A |
| Proposed charge(s) for application of User Pays charges to Shippers. | N/A |
| Proposed charge for inclusion in the Agency Charging Statement (ACS) – to be completed upon receipt of a cost estimate from Xoserve. | N/A |

4 Relevant Objectives

| Impact of the modification on the Relevant Objectives: | |
|--|-------------------|
| Relevant Objective | Identified impact |
| a) Efficient and economic operation of the pipe-line system. | None |
| b) 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. | None |
| c) Efficient discharge of the licensee's obligations. | |
| d) 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. | |
| e) 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. | None |
| f) Promotion of efficiency in the implementation and administration of the Code. | Positive |
| g) Compliance with the Regulation and any relevant legally binding decisions of the European Commission and/or the Agency for the Co-operation of Energy Regulators. | None |

This proposal mitigates the risk of Project Nexus not being delivered because it incentivises Transporters to take actions designed to deliver on time, ~~which~~ This furthers Relevant Objective f): efficiency in the implementation and administration of the code because the UK Link system is central to the new gas settlement regime implemented under Modifications 0432 and 0440.

~~(MOVED TO WHY CHANGE) Gas Transporters are obligated under the UNC to provide processes and services, which is delivered by the UK Link system. Through discussion with Ofgem under the Price Control the Transporters highlighted that the lifespan of the current UK Link system was limited and the current solution would be unable to cope with smart metering data. Therefore it was agreed that a new UK Link replacement system (Project Nexus) could be developed and funded through the Price Control. The UK link system has been identified as aged and requiring significant upgrading or replacement to continue to service the industry effectively.~~

~~The UK Link solution is required to facilitate the roll out of Smart metering and ensure the benefits associated with this are delivered.~~

5 Implementation

~~No implementation date has been specified, however a~~ An early decision date by the Authority would provide certainty to the industry as to the expected delivery of Project Nexus on 1st October 2016. ~~This modification is relevant to the implementation of the UK Link Replacement programme (which incorporates the changes required for 'Project Nexus') as it would mitigate a significant programme delivery risk.~~

6 Impacts

Does this modification impact a Significant Code Review (SCR) or other significant industry change projects, if so, how?

This modification is relevant to implementation of the UK Link Replacement programme.

Pre Project Nexus Implementation

This modification is required to be implemented in advance of the Project Nexus Implementation Date to give increased certainty of the Project Nexus Go-Live Date.

Post Project Nexus Implementation

Implementation of this modification is not proposed to occur following the Project Nexus Implementation Date.

7 Legal Text

The proposer will welcome the Transporters provision of Legal Text.

8 Recommendation

The Proposer invites the Workgroup-Panel to:

- Agree that this modification should be issued to Consultationa Workgroup for assessment.