

Variation Request

0425: Re-establishment of Supply Meter Points - Shipperless sites

Date: 3rd October 2013

The Proposer, Andrew Margan, requests a variation to this modification, pursuant to UNC Modification Rules Section 6.5.1(c) of the UNC.

Reason for Variation

Business Rule 2

BR 2 clarifies when a Transporter may identify a shipperless sites.

~~“If d~~During the process of the Gas Safety Visit, although not limited to Gas Safety Visits ~~or any other visit~~, the Transporter ~~will~~ identify ~~sy if~~ a meter not registered to a Shipper, ~~is~~ connected to the system, which is capable of flowing gas it shall follow the process set out below”.

The above text was absolute, placing an obligation on the Transporter to inspect every meter during every site visit. The wording is amended accordingly, so the Transporter obligation is to act on finding a meter that is not registered to a shipper, but is capable of flowing gas.

This aligns the BR to the legal text and the intention of the modification.

Business Rule 11

BR11 clarifies shipper activity and how shipper activity may be identified.

“.....(The other shipper evidence is a photo of meter fit a sticker and/or an industry data flow. The customer evidence may be that of their interaction with the relevant Supplier which may be ~~is~~ a customer bill, signed contract ~~and/or~~ email other forms of correspondence)”.

In the above text, the word “is” would define an exhaustive list of customer communications. It was agreed at Workgroup to broaden the list to be non-exhaustive.

This aligns the BR to the legal text and the intention of the modification.

Business Rule 17

BR 11 claifies how a shipper should perform what is effectively a back registration.

“Within 1 month of the registration tThe shipper is responsible for notifying the Transporter of the requested confirmation effective date with a Request for Adjustment (RFA) flow, so the Transporter can ensure the appropriate billing is achieved. In the absence of this ~~date~~ the Transporter would complete the task and assume the effective Supply Point Withdrawal date unless the meter fit date is known”.

At Workgroup it was agreed a time line should set out how long the shippers has to perform a RFA, before the Transporter performs it on their behalf. Clarify is also provided to the Transporter regarding how they should complete the back registration.

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This aligns the BR to the legal text and the intention of the modification.

Implementation timescales defined

The implementation timescales have been amended to reflect achievable timescales.

“The Workgroup considers implementation could be achieved in the following timescales:

~~0106~~ January 2014 if an Authority decision is made by 01 November 2013;

~~0103~~ February 2014 if an Authority decision is made by 01 December 2013;

with a backstop lead time of 60 calendar days should the Authority make its decision after 01 December 2013”.

Indicative Industry Costs - User Pays

Following Workgroup discussions clarification is provided regarding industry costs

The modification is classified as User Pays as it is likely to require the amendment of central systems. However, as these costs are not considered to be material over and above those required for the implementation of Modification 0424, no additional charges will be recovered under User Pays and an ACS won't be published.

Nature of Variation

A non-material change

Proposer's Representative

Chris Wright

Proposer

Andrew Margan