Opening Class 1 Reads to Competition Transition, Cutover and high level view of UNC legal text

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Topics covered

- Transition
- Cutover
- Telemetered Supply Meter Points
- High Level View of Legal Text
- Impact on IGT UNC

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Transition

The total number of Class 1 Supply Meter Points is 505

Mod envisages transition on a Day this would

- Removes the requirement to have transition arrangements in UNC covering liabilities amongst others
- New equipment could be fitted before the Day to allow transition to a new service provider on the Transition Day, a mass transition on a Day may be seen as risk for the industry
- Or do we need a phased transition with the issue that raises?
- What do we do if a Shipper does not engage?
- Date - comments from one Shipper that it would need to be done in the summer before 1st October

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Cutover

- UDR process accepts reads from Shippers and does not include have identity of DMSP

- Validation of reads is done on the read date so after cutover the Transporter can submit reads up to D+5 and consumption adjustments

- This means changes in service provider after implementation of this mod will work

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Telemetered Supply Meter Points

- If this mod is implemented Telemetered SMPs remain a Transporter responsibility. DNOs have a few and all NTS direct connects are telemetered

- Text needs to allow for all the provisions such as access, estimated reads and so forth to apply to telemetered SMPs

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High Level view of Legal text

- Delete
  - TPD M 7 (Liabilities) and M8 (IGTS Class 1 Supply Meters)
  - IGTAD E2 (DM CSEPs)
  - TPD M 6.5 provision of within day reads
- Transfer responsibility from Transporter to Shipper (noting point about Telemetered SMPs)
  - Submit reads by a given time on D+1   (TPD M 5.6)
  - Perform annual check reads and resynchronisation (TPD M 5.12)
  - Make consumption adjustments (TPD M 1.9.2)
  - Other places for related functions

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Impact on IGT UNC

- Deletion of IGTAD E2 (DM CSEPs) will leave IGTs responsible for providing Class 1 Read service on IGT Class 1 Supply Meter Points unless IGT UNC modification is raised by IGT or Shipper

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