

# 0531:

## Provision of an Industry Test System

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This modification seeks to put an obligation on the Transporters to provide a testing system and regime that will provide flexibility to Shipper Users to support their testing requirements for changes post Project Nexus ~~go live Market Trials Levels 3 and 4 testing~~. This will enable all parties to gain confidence that changes to their systems ~~identified as a result of testing and~~ identified post Nexus go live will not have any detrimental impacts to the new systems implemented under Project Nexus. Future testing requirements post Nexus go live will be placed under the control of the UK Link Committee.

	The Proposer recommends that this modification should be: <ul style="list-style-type: none"> <li>assessed by a Workgroup</li> </ul>
	High Impact: Shippers, Transporters' Agent
	Medium Impact:
	Low Impact:

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<b>About this document:</b>		Systems Provider: <b>Transporters' Agent</b>
This modification was <a href="#">originally</a> presented by the proposer to the panel on 19 February 2015.		 <a href="mailto:commercial.enquiries@transporters-agent.com">commercial.enquiries@transporters-agent.com</a>
The panel agreed with the proposer's recommendation that this modification should be:		
<ul style="list-style-type: none"> <li>referred to a workgroup for assessment.</li> </ul>		
The Proposer recommends the following timetable:		
Initial consideration by Workgroup	10 March 2015	
Amended Modification considered by Workgroup	<a href="#">12 April</a> <del>23 February</del> 2016	
Workgroup Report presented to Panel	21 April 2016	
Draft Modification Report issued for consultation	21 April 2016	
Consultation Close-out for representations	13 May 2016	
Final Modification Report presented to Panel	16 May 2016	
UNC Modification Panel decision	19 May 2016	

# 1 Summary

## Is this a Self-Governance Modification?

No. This is not a self-governance modification because it is expected to have a material effect on commercial activities connected with the shipping of gas.

## Is this a Fast Track Self-Governance Modification?

No. It is not a Fast Track self-governance modification as it is not a housekeeping modification.

## Why Change?

The Transporters and Shippers all need confidence that as they implement changes to their systems post UK LINK Replacement Programme (Project Nexus), that they can assure themselves and gain confidence that their systems are still fit for purpose and that they will be able to ~~be amended successfully without unexpected impacts. This includes those changes identified as a result of Market Trials Levels 3 and 4 testing~~

~~This modification seeks to ensure that a test environment is available after the planned completion of Nexus Market Trials (currently the 31 July 2016) to ensure that all parties can conduct testing to the levels required and expected for high impact system changes in any industry including those that are identified as a result of testing in Market Trials Levels 3 and 4.~~

This modification of the UNC is required to mandate Transporters to offer the level of support in an enduring testing regime for the UK LINK Programme that Shipper Users require. The ongoing test availability and capability for each new code release of the UK Link Systems post Nexus go live will be stipulated by the UK Link Committee.

## Solution

To create a solution for managing future changes to UKLink, it is requested that the Transporters' Agent ~~continues with the Level 3 and Level 4 test environment from the end of the currently planned completion of Market Trials up until the Project Nexus go live date, and then also creates a test environment~~ post Nexus go live and after until such a time as the system has reached a stable state as ~~determined by advised by the UK Link UNC Committee or relevant committee. Once this has occurred then the test database, if decided by the UK Link Committee, could be taken down until required again for testing of future code releases of the UK Link Systems~~ Future separate test instances of the solution should reflect the production environment and should be physically separate from production ensuring that test / live datasets are not confused and the Data Protection Act is adhered to.

## Relevant Objectives

The proposer considers this modification will provide confidence to Transporters and Shippers that any changes to the systems developed for implementation under after Project Nexus will have been tested rigorously and that the market will operate effectively when changes to the Nexus requirements, ~~including any defects identified during testing~~ are implemented going forward. We, therefore, believe the proposal is positive in respect of c) Efficient discharge of the licensee's obligations, (d): Securing of Effective Competition between Shippers and f) Promotion of efficiency in the implementation and administration of the Code.

## Implementation

We would expect this proposal to be implemented immediately when the Nexus systems have reached a stable state. ~~in line with the completion of Project Nexus Market Trials Level 4 testing so that testing can continue uninterrupted past the Nexus go live date.~~

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

This modification impacts the industry programme for replacement of UK-Link systems. This is because the requirements would facilitate efficient and reliable implementation of the supporting UK-Link systems and the supporting systems of Shippers.

It is essential to the success of the UK Link Replacement Programme.

## 2 Why Change?

~~Project Nexus is due to go live on 01 October 2016. Whilst the Transporters' Agent has made available a testing window for Industry participants, once the testing window offered closes, testing will be unavailable. It is important to be able to test all code and any subsequent fixes for code issues identified.~~

Project Nexus is introducing new systems which underpin the whole of the gas settlement regime in the UK including invoicing and settlement processes involving billions of pounds per year, and also amending the change of supplier process that covers all gas customers, including putting the iGT customers into single service provision which is being done by [the](#) Transporters' Agent. It is probably the biggest change that has ever been made to the UK's Gas systems. Failure of the new systems could lead to catastrophic losses for Users and have a severe detrimental impact on customers. A large market failure could also impact those users whose shippers were operating correctly under the new arrangements as, due to the way that gas is settled, no User would be immune from a large scale failure. ~~In any event~~ [T](#)he absence of a testing ~~programme~~ [facility](#) is likely to lead to a market where the quality of data within it is degraded.

~~Nexus will go live in October 2016, once live there will not be an option to rollback and any issues will be rectified via a "fix forward" method. We understand that the launch of Nexus will be implemented by taking the pre-production environment and transitioning this to production. Once this cut-over is made there will be no test solution in place — this is a significant risk.~~

~~Once go-live has commenced~~ [After the new systems have gone live and reached a stable state it will be necessary to make changes to the new systems, if a major production issue is identified where](#) all market participants ~~may will~~ be required to make changes to their systems. It would be bad practice, and a high risk strategy, to promote such ~~a~~ [changes](#) directly to production.

~~Furthermore, any issues identified in Market Trials Levels 3 and 4 that require fixes and system changes will not be able to be tested prior to go-live and we see this as a significant risk, whereby, potentially significant fixes to the code will have been made, involving many parties, that are not tested prior to go-live despite there being a window of opportunity to do so.~~

~~It also provides a contingency option if Level 4 testing is not completed by the deadline as testing can continue past this date up to and beyond go-live.~~

[The Transporters and Shippers all need confidence that as they implement changes to their systems post UK LINK Replacement Programme \(Project Nexus\), that they can assure themselves and gain confidence that their systems are still fit for purpose and that they will be able to be amended successfully without unexpected impacts](#)

[This modification of the UNC is required to mandate Transporters to offer the level of support in an enduring testing regime for the UK LINK Programme that Shipper Users require. The ongoing test availability and capability for each new code release of the UK Link Systems post Nexus go live will be stipulated by the UK Link Committee.](#)

~~Post go-live the test system can be used for testing changes that are a result of further code releases of the new UK Link Systems.~~

### 3 Solution

To create a solution for managing future changes to UKLink, it is requested that the Transporters' Agent creates a test environment post Nexus go live and after such a time as the system has reached a stable state as advised by the UNC Committee or relevant committee. Future separate test instances of the solution should reflect the production environment and should be physically separate from production ensuring that test / live datasets are not confused and the Data Protection Act is adhered to.

~~Create an enduring solution for managing future changes to UKLink by the provision of a system testing environment we ask that the~~ For the avoidance of doubt funding for this change excludes testing environments required for the delivery of Project Nexus functionality and its associated future phases including the RAASP functionality.

~~Transporters' Agent continues with the Level 3 and Level 4 test environment from the end of the currently planned completion of Market Trials up until the Project Nexus go live date, and then also post go live until such a time as the system has reached a stable state as determined by the UK Link Committee. Once this has occurred then the test database, if decided by the UK Link Committee, could be taken down until required again for testing of future code releases of the UK Link Systems. Future separate test instances of the solution should reflect the production environment and should be physically separate from production ensuring that test / live datasets are not confused and we adhere to the Data Protection Act. The test system should be populated with a full set of standing data and market domain data. In order for the testing required Users must provide a list of Supply Meter Points to the Transporters' Agent with (x) days notice together with details of the tests required to be undertaken. Any tests that require a Supply Meter Point to be tested that is not registered to the Shipper must be provided with the reasons for, e.g., a type of unique site, or testing by a new entrant. All testing data must be deleted by the shipper after completion of tests. The testing environment is required for Shippers to test out functionality for a limited number of Supply meter Points and its purpose is not for volume testing. The test environment should be available during working hours only.~~

~~We see this testing facility as being for Shippers to use to test for those flows that involve Xoserve systems and not for Shipper to Shipper SPAA flows. This modification will be an enduring modification.~~

The control ~~over all future~~ of industry testing will be under the control of the ~~UK Link~~ UNC Committee ~~or relevant Committee~~ and detailed in a UNC ~~Code Ancillary~~ Subsidiary document entitled 'Enduring UK Link Testing Approach'. The control and update of this document will be under the ~~UK Link~~ UNC Committee ~~or relevant Committee~~. At each release of future UK Link Code changes the UK Link Committee will specify to Users the functionality and level of testing available, ~~which may correspond to Nexus level 2, level 3 and level 4 testing~~, depending on the requirements of the changes being implemented at that time. ~~Any requirements for testing by Users outside that of a code release, such as for new systems being implemented, must be requested to the UK Link Committee.~~

#### User Pays

Classification of the modification as User Pays, or not, and the justification for such classification.

It is believed that this modification should be a User Pays service as Users will directly benefit from the use of the testing services.

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.	TBC
Proposed charge(s) for application of User Pays charges to Shippers.	TBC
Proposed charge for inclusion in the Agency Charging Statement (ACS) – to be completed upon receipt of a cost estimate from Transporters' Agent.	TBC

## 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.	Positive
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.	Positive
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

We believe the proposal will provide confidence to Users that changes to the systems developed ~~under~~ after Project Nexus will have been tested rigorously and that the market will continue to operate effectively after Nexus changes are ~~is~~-implemented. Furthermore the testing framework will ensure that all future changes to and releases of the UK Link systems can be fully tested. We, therefore, believe the proposal is positive in respect of c) Efficient discharge of the licensee's obligations, (d): Securing of

Effective Competition between Shippers and f) Promotion of efficiency in the implementation and administration of the Code.

## 5 Implementation

~~It is expected that this proposal would be implemented in line with the completion of Level 4 testing for Project Nexus so that testing can continue uninterrupted past the Nexus go live date.~~ We would expect this proposal to be implemented immediately when the Nexus systems have reached a stable state. This recommendation is on the assumption that after go live there will be further testing capability for the industry, which will be required in order for the new systems to reach stability, but that this will be stipulated and managed by the project governance structure which is in place.

## 6 Impacts

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

This modification impacts the industry programme for replacement of UK-Link systems. This is because the requirements would facilitate efficient and reliable implementation of the supporting UK-Link systems and the supporting systems of Shippers.

It is essential to the success of the UK Link Replacement Programme.

## 7 Legal Text

To be developed as part of the Workgroup assessment

## 8 Recommendation

The Proposer invites the Workgroup to:

- Agree that this modification should be issued to consultation.