

Final Modification Report
Reference Number - 0006 DMA Output Nominations

This modification report is made pursuant to Rule 8.12 of the Modification Rules and follows the format required under Rule 8.12.4.

1. The Modification Proposal:

The AT Link functionality required to handle DMA (F) supply points under the Network Code will not be available until 1 September 1996.

Thus, for the period up to 31st August 1996, when part of the NDM to DM conversion programme may take place, it is proposed that shippers submit one DMA output nomination per exit zone to cover both DMA (F) and DMA (I) supply point groups, i.e. a merged 'DMA' categorisation. **However, due to delays in the NDM to DM conversion program this modification proposal is no longer required.**

2. Text provided pursuant to Rule 8.14:

If implemented the following text would be needed.

Transition Document, Part II, paragraph 8, Insert before 'Section B'

"Section A

A4.4 Until 31st August, each Firm DMA Supply Point Component shall be deemed to be an Interruptible DMA Supply Point Component for the purposes of:

- (i) determining the amounts payable by Users by way of NTS Exit Overrun Charges (under Section B3.6) and Supply Point Ratchet Charges (under Section B4.7);
- (ii) ascertaining (under Section C1.5) for each User the DMA (I) Supply Point Groups (and accordingly there shall be no DMA (F) Supply Point Group);
- (iii) ascertaining (under Section F3.3.1(b)) for each User the Scheduling Interruptible Supply Point Groups (and accordingly there shall be no Scheduling Firm Supply Point Group)."

3. TransCo's opinion:

This modification has been discussed and agreed at the UK Link Committee held on 10 April 1996 and the Modification Panel meeting held on 25 April 1996. It was agreed that the modification would have limited systems impact and would ensure that the new DMA (F) supply points will be handled by UK-LINK under the Network Code.

However, since then the need for this Modification has been superseded by the postponement of the NDM to DM conversion program. It is therefore no longer required.

4. Extent to which the modification would better facilitate the relevant objectives:

This modification is not required for this purpose.

5. The implications for TransCo of implementing the Modification Proposal, including:

a) implications for the operation of System and any BG Storage Facility;

None

b) development and capital cost and operating cost implications

None

c) extent to which it is appropriate for TransCo to recover the costs, and proposal for the most appropriate way for TransCo to recover the costs;

It is not TransCo's intention to recover costs that they incur with respect to this modification.

d) analysis of the consequences (if any) this proposal would have on price regulation;

TransCo is not aware of any impacts on Price Regulation.

6. The consequence of implementing the Modification Proposal on the level of contractual risk to TransCo under the Network Code as modified by the Modification Proposal;

None.

7. The development implications and other implications for computer systems of TransCo and related computer systems of Relevant Shippers;

There would be an impact on TransCo's systems of approximately 20 days development and a limited impact on shipper systems if this proposal was implemented. United have indicated an impact of 17 days.

8. The implications of implementing the modification for Relevant Shippers

TransCo does not intend to proceed with the implementation of this proposal.

9. The implications of implementing the modification for terminal operators, suppliers, producers and, any Non-Network Code Party;

None

10. Consequences on the legislative and regulatory obligations and contractual relationships of TransCo and each Relevant Shipper and Non-Network Code Party (if any), of the implementation of the Modification Proposal:

TransCo has not been informed of any consequences of the legislation and regulatory obligations and contractual relationships of implementing this proposed modification.

11. Analysis of any advantages or disadvantages of the implementation of the Modification Proposal:

TransCo does not intend to proceed with the implementation of this proposal.

12. Summary of the representations (to the extent that the importance of those representations are not reflected elsewhere in the modification report:

Support for this modification was given by the Modification Panel at their meeting of 28 March 1996 subject to an appraisal of systems impacts by the UK Link Committee. Having considered the views of the members, the UK Link Committee, held on 10 April 1996, agreed that the Modification Panel should be advised that the modification had limited impact on shipper systems.

United objected to the proposal on the basis of a 17 day impact on their systems.

The only representation received since the circulation of the draft Modification report was one from B.G.T. seeking confirmation that this Modification is still required due to the delay in the NDM/DM conversion program.

13. The extent to which the implementation is required to enable TransCo to facilitate compliance with safety or other legislation:

The modification is not required to facilitate compliance with safety or other legislation..

14. Having regard to any proposed change in the methodology established under Standard Condition 3(5) or the statement: furnished by TransCo under Standard Condition 3(1) of the Licence:

The modification is not required to comply with the above clause.

15. Programme of works required as a consequence of the implementation of the Modification Proposal:

TransCo does not intend to proceed with the implementation of this proposal.

16. Proposed implementation timetable:

TransCo does not intend to proceed with the implementation of this proposal.

17. Recommendation for the implementation of the modification:

TransCo recommends that this proposal is not implemented, and seeks the consent of the Director that it should lapse.

Signed for and on behalf of British Gas TransCo.

Signature: *YR Hajdowski* (JUNIOR MAJDAWSKI)

Date: 10/07/96

Name: PP Chris Train

Position: Energy Balancing Manager

Representation on Network Code Modification Proposal 0006

From British Gas Trading Limited

British Gas Trading supports the decision of the Modification panel on the 25th April that this Modification Proposal should be implemented. However, due to the delays in the NDM/DM conversion programme, we would welcome confirmation that this Modification is still required or whether it should be cancelled; or whether timings dictate that it is appropriate to complete work that should have already commenced.

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