











UNC Modification		At what stage is this document in the process?
<h1>UNC 0628:</h1> <h2>Standard Design Connections: PARCA process</h2>		<div>01 Modification</div> <div>02 Workgroup Report</div> <div>03 Draft Modification Report</div> <div>04 Final Modification Report</div>
Purpose of Modification: This modification will introduce the Standard Design Connection to the PARCA ¹ processes.		
	The Proposer recommends that this modification should be: <ul style="list-style-type: none"> subject to self-governance This modification will be presented by the Proposer to the Panel on 19 Oct 2017 . The Panel will consider the Proposer's recommendation and determine the appropriate route.	
	High Impact: None	
	Medium Impact: None	
	Low Impact: Transporters, Shippers and Consumers	

¹ Planning and Advanced Reservation of Capacity Agreement

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Timetable			01926 654043
The Proposer recommends the following timetable:			
			
Initial Consideration by Workgroup	02 November 2017		
Workgroup Report presented to Panel	17 May 2018		
Draft Modification Report issued for consultation	17 May 2018		
Consultation Close-out for representations	8 June 2018		
Final Modification Report available for Panel	11 June 2018		
Modification Panel decision	21 June 2018		

1 Summary

What

This is a modification which seeks to introduce the Standard Design Connection to the PARCA process within UNC. The Standard Design Connection will be defined within the UNC under the Application to Offer (A2O) connection process and UNC Modification - Standard Design Connections: A2O connection process modification, raised in parallel to this modification. The Standard Design connection has been developed by Project CLoCC² pre-approved and pre-appraised designs which allow a quicker and cheaper connection to the NTS. In order for the customer to utilise this Connection Offer the customer may require to also be able to secure capacity to the NTS via the Planning and Reservation of Capacity Agreement (PARCA) process within similar timescales.

Why

The process for reserving capacity for a Standard Design Connection customer and the A2O process for receiving a connection offer to the NTS require aligning. In order to allow an accelerated route through the PARCA application process for a Standard Design Connection, the PARCA process requires amending. Both time and cost may be saved due to the introduction of a Capacity Indicator, containing up front analysis in the new Connections Portal, being delivered by Project CLoCC in October 2018. The new connections portal enables an accelerated capacity process for a Standard Design Connection for customers with a Green indicator. A Green indicator signifies that National Grid could possibly substitute capacity from another location to this new connection.

How

By changing the relevant sections of UNC to allow the introduction of an accelerated route through the PARCA process for a Standard Design Customer with a Green Indicator.

2 Governance

Justification for Self-Governance

It is proposed that this modification proposal is subject to Self-Governance procedures as it is unlikely to have a material impact on consumers, competition, operation of the pipeline system, matters relating to sustainable development, safety or security of supply, or the management of market or network emergencies, or governance procedures. In addition, it is unlikely to unduly discriminate between different classes of parties to the UNC. This is on the basis that it seeks to make a minor change by introducing an accelerated route through the PARCA process for a Standard Design Customer with a Green capacity indicator.

² Customer Low Cost Connections

Requested Next Steps

This modification should:

- be considered a non-material change and subject to self-governance

3 Why Change?

Background

Project CLoCC is a Network Innovation Competition project with the objective of reducing the time and cost of connection to the National Transmission System (NTS). Project CLoCC will deliver Standard Designs which are pre-appraised and approved in order to achieve the objectives. Currently UNC defines the Capacity PARCA process and this will need amending to align the timing of the reservation of capacity with the A20 process for receiving a connection Offer to the NTS. This should then allow the Standard Designs to be more effectively implemented and utilised by potential customers.

Resolution

In order to deliver Standard Designs the UNC is required to be modified to allow for the definition of a Standard Design connection which can then have a more appropriate efficient and economic process applied for the customer. It is proposed that it is appropriate to have an accelerated PARCA Stage 1 process for a Standard Design Connection with different costs and timelines associated compared with a non-standard design. In order to fully achieve the above the PARCA process should be aligned where possible to the timeline for the A20 Offer process by introducing the accelerated route through PARCA Phase 1 for a Standard Design Connection customer with a Green Capacity Indicator. This is possible due to the introduction of a Capacity Indicator containing up front analysis in the new online Connections Portal to be delivered by Project CLoCC in October 2018.

In particular, to achieve the principles as proposed in the solution section 5 below.

4 Code Specific Matters

Reference Documents

TPD B, Y

Knowledge/Skills

NTS Capacity- PARCA processes

5 Solution

Solution

It is proposed that TPD is amended to allow for the following principles to apply...

1. Introduction of an accelerated route through the PARCA process for a Standard Design Customer with a Green capacity indicator. (TPD B1.15/ 1.16/1.17)
2. To allow appropriate and proportionate PARCA application fees. (TPD Y 5.45)

Note: A separate UNC Modification for Standard Design Connection Capacity- A2O modification is being raised in parallel.

6 Impacts & Other Considerations

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

No

Consumer Impacts

To be determined

Cross Code Impacts

None

EU Code Impacts

None

Central Systems Impacts

None

7 Relevant Objectives

Impact of the modification on the Relevant Objectives:

Relevant Objective	Identified impact
a) Efficient and economic operation of the pipe-line system.	Positive
b) Coordinated, efficient and economic operation of <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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.	None
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

OR, for Section Y (Charging Methodology) Modifications

Impact of the modification on the Relevant Charging Methodology Objectives:	
Relevant Objective	Identified impact
a) Save in so far as paragraphs (aa) or (d) apply, that compliance with the charging methodology results in charges which reflect the costs incurred by the licensee in its transportation business;	None
aa) That, in so far as prices in respect of transportation arrangements are established by auction, either: (i) no reserve price is applied, or (ii) that reserve price is set at a level - (I) best calculated to promote efficiency and avoid undue preference in the supply of transportation services; and (II) best calculated to promote competition between gas suppliers and between gas shippers;	None
b) That, so far as is consistent with sub-paragraph (a), the charging methodology properly takes account of developments in the transportation business;	Positive
c) That, so far as is consistent with sub-paragraphs (a) and (b), compliance with the charging methodology facilitates effective competition between gas shippers and between gas suppliers; and	Positive
d) That the charging methodology reflects any alternative arrangements put in place in accordance with a determination made by the Secretary of State under paragraph 2A(a) of Standard Special Condition A27 (Disposal of Assets).	None
e) 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 modification furthers relevant objective b).and c) because it introduces appropriate changes into the UNC to align the reservation of capacity with the Connections process in order to facilitate the introduction of new sources of gas connections to the NTS.

8 Implementation

As self-governance procedures are proposed, implementation could be sixteen business days after a Modification Panel decision to implement, subject to no Appeal being raised.

Project CLoCC is due to deliver in October 2018 and the timetable proposed is to ensure delivery of the modification ahead of the Project delivery date.

9 Legal Text

Text Commentary

To be provided during Mod Development

Text

To be provided during Mod Development

10 Recommendations

Proposer's Recommendation to Panel

Panel is asked to:

Refer this proposal to a Workgroup for assessment.