














UNC Modification		At what stage is this document in the process?
<h1>UNC 0627:</h1> <h2>Removal of the absolute requirement to include a Remotely Operable Valve (ROV) Installation for all new NTS Exit connections</h2>		<div>01 Modification</div> <div>02 Workgroup Report</div> <div>03 Draft Modification Report</div> <div>04 Final Modification Report</div>
<p><b>Purpose of Modification:</b> This modification would remove the requirement for every new NTS Exit connection to include a Remotely Operable Valve (ROV) Installation.</p>		
	<p>The Proposer recommends that this modification should be:</p> <ul style="list-style-type: none"> <li>subject to self-governance</li> </ul> <p>This modification will be presented by the Proposer to the Panel on <b>21 September 2017</b>. The Panel will consider the Proposer's recommendation and determine the appropriate route.</p>	
	<p>High Impact:</p> <p>None</p>	
	<p>Medium Impact:</p> <p>None</p>	
	<p>Low Impact:</p> <p>Transporters, Shippers and Consumers</p>	

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			 <a href="mailto:commercial.enquiries@xoserve.com">commercial.enquiries@xoserve.com</a>
Timetable			Other: Insert name
The Proposer recommends the following timetable:			 email address
Initial consideration by Panel	21 September 2017		 telephone
Modification considered by Workgroup	05 October /02 November 2017		
Workgroup Report presented to Panel	16 November 2017		
Draft Modification Report issued for consultation	16 November 2017		
Consultation Close-out for representations	08 December 2017		
Final Modification Report available for Panel	21 December 2017		
Modification Panel decision	21 December 2017		

## 1 Summary

### What

At present there is an absolute requirement for a new NTS Exit connection to include a Remotely Operable Valve (ROV) Installation as part of the connection. National Grid NTS wishes to have discretion as to whether the installation of an ROV is required or whether a manual isolation valve will be sufficient. For the avoidance of doubt, the requirement to include a ROV Installation will remain for all new Entry or Bidirectional NTS connections.

### Why

National Grid NTS has challenged that an ROV installation is not needed in all instances and in particular at new Exit Point connections. By removing the requirement for a ROV a saving can be made on the cost of connection. This facilitates the work being carried out by Project CLoCC to reduce the time and cost of Connection to the NTS and addresses feedback from customers this would remove the requirement for installation of assets making it a more efficient connection.

### How

A change would be made to the UNC to enable National Grid NTS to determine, via an appropriate assessment, whether there is a requirement for a new NTS Exit connection to include a ROV Installation, as part of the connection or whether a manual isolation valve will be sufficient.

## 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 discriminate between different classes of parties to the UNC. This is on the basis that it seeks to make a minor change to the current requirement for all new NTS Exit connections to include a ROV Installation.

### Requested Next Steps

This modification should:

- Be considered a non-material change and subject to self-governance; and
- Be assessed by a Workgroup.

## 3 Why Change?

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 is aiming to deliver in October 2018. As part of the simplified Standard Design development we have been challenging

previous requirements and we have concluded that we can remove the absolute requirement for the Remotely Operable Valve (ROV) from UNC as the requirement to have one can be determined by site specific assessment. The cost of the installing an ROV of approximately £100k - £200k could be saved for the customer compared to a manual valve, by removing the requirement to have this on new Exit Connections. In addition, the customer would not require power making a further saving. Ongoing annual maintenance costs can also be saved. By reducing the cost of exit connections to the NTS, these connections can be opened up to more potential customers. In addition to the Project CLoCC driver we have customers requesting this for new connections which are currently under development.

## 4 Code Specific Matters

### Reference Documents

Network Innovation Competition information can be found here.

<https://www.ofgem.gov.uk/network-regulation-riio-model/network-innovation/gas-network-innovation-competition>

Published Project CLoCC documentation can be found at

[www.projectclocc.com](http://www.projectclocc.com)

### Knowledge/Skills

No specific requirements.

## 5 Solution

It is proposed that paragraph 26 of SECTION 3 - CONNECTION CHARGING METHODOLOGY within Section Y of TPD is amended to provide that...

All new Entry and Bidirectional connections will include an ROV Installation.

All new Exit connections may include an ROV Installation, the need for which will be determined at National Grid's sole discretion (in accordance with the appropriate assessment).

Note that in paragraph 27 UNC already gives National Grid sole discretion on design of connection at or adjacent to an existing site and does not specify the ROV requirement.

National Grid carries out Formal Process Safety Assessments which will include the ROV assessment.

## 6 Impacts & Other Considerations

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

None

### Consumer Impacts

It is expected that connection costs will be reduced for connecting parties/shipper users which in turn may result in lower costs to consumers.

## 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.	N/A
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.	N/A
c) Efficient discharge of the licensee's obligations.	N/A
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.	N/A
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.	N/A
f) Promotion of efficiency in the implementation and administration of the Code.	N/A
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.	N/A

## 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	None

by the licensee in its transportation business;	
aa) That, in so far as prices in respect of transportation arrangements are established by auction, either: <ul style="list-style-type: none"> <li>(i) no reserve price is applied, or</li> <li>(ii) that reserve price is set at a level -               <ul style="list-style-type: none"> <li>(I) best calculated to promote efficiency and avoid undue preference in the supply of transportation services; and</li> <li>(II) best calculated to promote competition between gas suppliers and between gas shippers;</li> </ul> </li> </ul>	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

## 8 Implementation

Implementation is required before October 2018 to satisfy Project CLoCC implementation timescales, however earlier implementation is beneficial to customer connections and is sought as per the proposed timetable. National Grid are proposing to utilise the principles of Rapid Mod Development in order to develop this mod in the most efficient timescales.

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.

## 9 Legal Text

### Text Commentary

To follow during workgroup development process.

### Text

To follow during workgroup development process.

## 10 Recommendations

### Proposer's Recommendation to Panel

Panel is asked to:

- Refer this proposal to a Workgroup for assessment.