

Draft Modification Report
Acceptance of AMR reads at supply points with correctors
Modification Reference Number 0080

Version 1.0

This Draft Modification Report is made pursuant to Rule 8.9 of the Modification Rules and follows the format required under Rule 9.6.

1. The Modification Proposal

At present the Uniform Network Code specifies that where a converter is fitted at a metering installation, the index, uncorrected and corrected readings are not all required to constitute an accepted reading where Daily Read equipment is installed. This recognises that limited capacity of the equipment does not allow all three readings to be transmitted. Section M 1.4.3 (a) specifies that the reading of the index **and** the unconverted reading are not required. This Modification Proposal would extend this to include meter readings from any form of automated meter reading (AMR) equipment. It is proposed that the submission of the uncorrected read is optional but not mandatory.

Consequences of not making the change. What would happen if the status quo remains?

This Modification Proposal would allow a greater number of AMR readings to be accepted by the systems. This in turn facilitates greater efficiencies within the operation of the Shipper and Supplier processes.

Without this change it will be necessary to carry out a greater number of manual reads, retaining unnecessary costs and inconvenience to the customer.

2. Extent to which implementation of the proposed modification would better facilitate the relevant objectives

The Proposer believes that implementation of this Modification Proposal will further the relevant objectives, as specified in SSC A11 of the Gas Transporters licence, by:-

- Efficient and economic operation of the pipe-line system (para (a))
- Securing effective competition between relevant suppliers and shippers (para (d) (i) and (ii))

By allowing a greater number of actual meter readings to be accepted on the systems. This will improve the correct estimation and deeming processes; this in turn improves the planning and operation of the networks. The increase in actual readings will enhance the information available in the AQ setting process in addition to the accurate reconciliation of energy consumed. The acceptance of automated meter readings will reduce operational and administrative costs of Shippers and Suppliers.

3. The implications of implementing the Modification Proposal on security of supply, operation of the Total System and industry fragmentation

The implementation of this proposal should not have any effect on security of supply, operation of the Total System, or industry fragmentation.

4. The implications for Transporters and each Transporter of implementing the Modification Proposal, including

a) implications for operation of the System:

No implications for operation of the system have been identified.

b) development and capital cost and operating cost implications:

A medium level of UK Link development costs will be incurred by Transporters.

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

No cost recovery mechanism is proposed.

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

No such consequences on price regulation have been identified.

5. The consequence of implementing the Modification Proposal on the level of contractual risk of each Transporter under the Code as modified by the Modification Proposal

No such consequences have been identified.

6. The high level indication of the areas of the UK Link System likely to be affected, together with the development implications and other implications for the UK Link Systems and related computer systems of each Transporter and Users

Work is required to make the provision of an unconverted reading a non-mandatory requirement (this being mandatory currently).

7. The implications of implementing the Modification Proposal for Users, including administrative and operational costs and level of contractual risk

No such implications have been identified though comments are invited in respect of the level of contractual risk (if any) presented by the potential for unchecked drift between the meter reading index and the unconverted read.

8. The implications of implementing the Modification Proposal for Terminal Operators, Consumers, Connected System Operators, Suppliers, producers and, any Non Code Party

No such implications have been identified.

9. Consequences on the legislative and regulatory obligations and contractual relationships of each Transporter and each User and Non Code Party of implementing the Modification Proposal

No such consequences have been identified.

10. Analysis of any advantages or disadvantages of implementation of the Modification Proposal

Advantages

- reduces the installation costs of AMR equipment
- a greater number of meter readings will be available to Users to issue to the transporter.
- a higher proportion of AMR readings will reduce exposure to the risk associated with manual readings .

Disadvantages

- none identified

11. Summary of representations received (to the extent that the import of those representations are not reflected elsewhere in the Modification Report)

The SME would seek to clarify that the meter reading requirements for sites where a convertor and AMR equipment are installed are proposed to be:

- *a reading of the index (mandatory)*
- *the converted reading (mandatory)*
- *the unconverted reading (optional)*

Representations are now sought in respect of this Draft Report and prior to the Transporters finalising the Report.

12. The extent to which the implementation is required to enable each Transporter to facilitate compliance with safety or other legislation

Implementation is not required to enable each Transporter to facilitate compliance with safety or other legislation.

13. The extent to which the implementation is required having regard to any proposed change in the methodology established under paragraph 5 of Condition A4 or the statement furnished by each Transporter under paragraph 1 of Condition 4 of the Transporter's Licence

Implementation is not required having regard to any proposed change in the methodology established under paragraph 5 of Condition A4 or the statement furnished by each Transporter under paragraph 1 of Condition 4 of the Transporter's Licence.

14. Programme for works required as a consequence of implementing the Modification Proposal

Works are required to amend UK Link (and relevant UK Link file format fields) to remove mandatory nature of the unconverted read.

15. Proposed implementation timetable (including timetable for any necessary information systems changes)

Contingent on changes to UK Link. Implementation timescales to be discussed within the UK Link Committee.

16. Implications of implementing this Modification Proposal upon existing Code Standards of Service

There are no implications of implementing this Modification Proposal upon existing Code Standards of Service have been identified.

17. Recommendation regarding implementation of this Modification Proposal and the number of votes of the Modification Panel

19. Text

UNIFORM NETWORK CODE – TPD **SECTION M – SUPPLY POINT METERING**

Amend paragraph 1.4.3 as follows:

“1.4.3 For the purposes of the Code, in relation to a Supply Meter:

(a) a “**Meter Reading**” is:

- (i) the reading of the index of the Supply Meter; and
- (ii) where a convertor is installed as described in paragraph 1.2.3, the converted and the unconverted readings of the convertor

except that where Daily Read Equipment and such a convertor are installed, a Meter Reading need not include both the reading under paragraph (i) and the unconverted reading under paragraph (ii) or where Remote Meter Reading Equipment and such a convertor are installed, a Meter Reading need not include the unconverted reading of the convertor under paragraph (ii);”

Representations are now sought in respect of this Draft Report and prior to the Transporters finalising the Report

Subject Matter Expert sign off:

I confirm that I have prepared this modification report in accordance with the Modification Rules.

Signature:

Date :

Signed for and on behalf of Relevant Gas Transporters:

Tim Davis
Chief Executive, Joint Office of Gas Transporters

Signature:

Date :