

**Modification Report**  
**Replacement of file formats contained within Annex A Part 7 of the LDZ CSEP NExA**  
**Modification Reference Number 0180V**  
**Version 2.0**

This Modification Report is made pursuant to Rule 9.3.1 of the Modification Rules and follows the format required under Rule 9.4.

**1 The Modification Proposal**

Independent Gas Transporters (IGTs) are responsible under Annex A of the LDZ CSEP Network Exit Agreement (NExA) for passing Supply Point related data to Distribution Network Operators. The electronic file formats pertinent to this activity are contained within Annex A Part 7 of the LDZ CSEP NExA.

The file formats contained within the current version of the NExA do not reflect those in use by iGTs and DNOs and are also incomplete as only Annual Quantity (AQ) update formats are detailed.

It is therefore proposed that the entire contents of Annex A Part 7 are removed and replaced with the detail contained within Appendix 1 of this Modification Proposal.

**Suggested Text**

Proposed file formats are attached under Appendix 1 of this Modification Proposal.

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

*Standard Special Condition A11.1 (a): the efficient and economic operation of the pipe-line system to which this licence relates*

Implementation would not be expected to facilitate the achievement of this objective.

*Standard Special Condition A11.1 (b): so far as is consistent with subparagraph (a), the 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;*

Implementation would not be expected to facilitate the achievement of this objective.

*Standard Special Condition A11.1 (c): so far as is consistent with subparagraphs (a) and (b), the efficient discharge of the licensee's obligations under this licence;*

Implementation would not be expected to facilitate the achievement of this objective.

***Standard Special Condition A11.1 (d): so far as is consistent with subparagraphs (a) to (c) the 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;***

Implementation would not be expected to facilitate the achievement of this objective.

***Standard Special Condition A11.1 (e): so far as is consistent with subparagraphs (a) to (d), the 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;***

Implementation would not be expected to facilitate the achievement of this objective.

***Standard Special Condition A11.1 (f): so far as is consistent with subparagraphs (a) to (e), the promotion of efficiency in the implementation and administration of the network code and/or the uniform network code;***

The prompt, accurate and timely transfer of data between iGTs and DNOs is essential to ensure compliance with the provisions contained within Annex A of the LDZ CSEP NExA. Furthermore, the passing of data directly impacts on the efficient operation of the UNC by DNOs, particularly concerning the levying by DNOs of accurate transportation invoices to Users. It is therefore essential that the prevailing electronic file formats are reflected within the LDZ CSEP NExA.

Implementation of this Modification Proposal can therefore be expected to facilitate Standard Special Condition A11.1 (f) of the GT Licence: so far as is consistent with subparagraphs (a) to (e), the promotion of efficiency in the implementation and administration of the network code and/or the uniform network code.

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

No implications have been identified.

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

**a) Implications for operation of the System:**

No implications have been identified.

**b) Development and capital cost and operating cost implication:**

No implications have been identified.

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

No specific proposal for cost recovery is necessary.

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

No such consequences 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**

Implementation of this Modification Proposal would eliminate redundant file formats from the LDZ CSEP NExA thereby eliminating an issue of de-facto 'non compliance'.

**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**

No such implications have been identified.

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

*Administrative and operational implications (including impact upon manual processes and procedures)*

Given that the subject matter concerns inter-transporter communications, no implications for Users have been identified.

*Development and capital cost and operating cost implications*

No such costs have been identified.

*Consequence for the level of contractual risk of Users*

No such consequences have been identified.

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

Connected Systems Operators (CSOs) would be bound under Annex A part 7

of the CSEP NExA to ensure compliance with the electronic file formats.

**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**

- File formats currently in use by DNOs and CSOs would be reflected within the LDZ CSEP NExA.
- Ensures that the complete range of file formats in use by DNOs and CSOs pertinent to LDZ CSEPs are contained within the LDZ CSEP NExA.
- Redundant file formats contained within Part 7 would be removed.
- Removes de facto non-compliance with existing contractual terms.

**Disadvantages**

- No disadvantages have been identified.

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

Representations were received from the following:

<b>Organisation</b>	<b>Position</b>	
	0180V	0180
British Gas Trading	No response	Support
National Grid Distribution	Support	Support
RWE Npower	No response	Support
Scotia Gas Networks	Support	Not in support
Scottish and Southern Energy	Support	Support
Wales & West Utilities	Support	Support

Of the four responses received all four supported implementation of 0180V.

Although SGN was unable to support Modification Proposal 0180 without consideration of the variation request, having considered the variation, SGN was able to provide their full support for implementation of 0180V.

**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 facilitate such compliance.

**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**

**15 Proposed implementation timetable (including timetable for any necessary information systems changes and detailing any potentially retrospective impacts)**

This Modification Proposal can be implemented with immediate effect.

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

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**

At the Modification Panel meeting held on 20 December 2007, of the 9 Voting Members present, capable of casting 10 votes, 10 votes were cast in favour of implementing this Modification Proposal. Therefore the Panel recommend implementation of this Proposal.

**18 Transporter's Proposal**

This Modification Report contains the Transporter's proposal to modify the Code and the Transporter now seeks direction from the Gas and Electricity Markets Authority in accordance with this report.

**19 Text**

For and on behalf of the Relevant Gas Transporters:

**Tim Davis**  
**Chief Executive, Joint Office of Gas Transporters**



## Appendix 1

### NDM CSEP iGT File Format

Contains 4 different record types: -

Level	Record Name	Occurrences	Optionality
1	A00_STANDARD_HEADER	1	M
2	CSEP_DETAILS	Upto 10000?	M
2	Z90_RESPONSE_RECORD	1	M
1	Z99_STANDARD_TRAILER	1	M

**Note 1:**

OPT - Optional, Mandatory

DOM - Domain i.e. Text.

Numeric

Date

M Timestamp

DEC - Number of decimal places

### HD\_A00\_STANDARD\_HEADER

<u>RECORD/FIELD NAME</u>	<u>OPT</u>	<u>DOM</u>	<u>LNG</u>	<u>DEC</u>	<u>DESCRIPTION</u>
TRANSACTION_TYPE	M	T	3	0	A code identifying the type of request that this record represents. VALUE : A00
ORGANISATION_ID	M	N	10	0	A Reference which uniquely identifies an iGT.
FILE_TYPE	M	T	3	0	An application specific code used to identify the structure and the usage of the file. DOM - Domestic IAC - Industrial & Commercial CLO - Closure
CREATION_DATE	M	D	8	0	The date on which the file was generated. FORMAT:CCYYMMDD
CREATION_TIME	M	M	6	0	The time at which the file was generated (within the creation date) FORMAT: HHMMSS
GENERATION_NUMBER	M	N	6	0	A sequence number which represents an issue of a file from the iGT.

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## CSEP\_DETAILS\_D01

<u>RECORD/FIELD NAME</u>	<u>OPT</u>	<u>DOM</u>	<u>LNG</u>	<u>DEC</u>	<u>DESCRIPTION</u>
TRANSACTION_TYPE	M	T	3	0	A code identifying the type of request that this record represents. VALUE : D01
REQUEST_REFERENCE	M	T	20	0	iGT reference that uniquely identifies the request for the iGT use.
OUTCOME_CODE	O	T	2	0	This would be populated on the response file. Values: AC – Accepted RJ - Rejected
REJECTION_REASON	O	T	8	0	Relevant code from the Rejection table.
LOGICAL_METER_NUMBER	O	T	10	0	Unique reference allocated by xoserve
SHIPPER_SHORT_CODE	M	T	3	0	The 3 code identifier for the CSEP User
SITE_NAME	M	T	10	0	The name given to the CSEP Project (number)
END_USER_CATEGORY	M	T	12	0	The EUC for the given Logical Meter Number
LOGICAL_METER_AQ	M	N	13	0	The nominated Annual Quantity for the Logical Meter Number
SUPPLY_POINT_COUNT	M	N	6	0	Number of Individual System Exit Points
EFFECTIVE_START_DATE	O	D	8	0	The Date the new record will be effective from. Value is CCYYMMDD
DEEMED_START_DATE	M	D	8	0	The Date the new record should have been live from. Value is CCYYMMDD
UPDATE_REASON	O	T	5	0	Update Reason Code
UPDATE_COMMENT	O	T	50	0	Additional Comments

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## CSEP\_DETAILS\_D02

<u>RECORD/FIELD NAME</u>	<u>OPT</u>	<u>DOM</u>	<u>LNG</u>	<u>DEC</u>	<u>DESCRIPTION</u>
TRANSACTION_TYPE	M	T	3	0	A code identifying the type of request that this record represents. VALUE : D02
REQUEST_REFERENCE	M	T	20	0	iGT reference that uniquely identifies the request for the iGT use.
OUTCOME_CODE	O	T	2	0	This would be populated on the response file. Values: AC – Accepted RJ - Rejected
REJECTION_REASON	O	T	8	0	Relevant code from the Rejection table.
LOGICAL_METER_NUMBER	M	T	10	0	Unique reference allocated by xoserve
SHIPPER_SHORT_CODE	M	T	3	0	The 3 code identifier for the CSEP User
SITE_NAME	M	T	10	0	The name given to the CSEP Project (project name/number)
END_USER_CATEGORY	M	T	12	0	The EUC for the given Logical Meter Number
LOGICAL_METER_AQ	M	N	13	0	The nominated Annual Quantity for the Logical Meter Number
SUPPLY_POINT_COUNT	M	N	6	0	Number of Individual System Exit Points
EFFECTIVE_CHANGE_DATE	O	D	8	0	The Date the update will be effective from Value is CCYYMMDD
DEEMED_CHANGE_DATE	M	D	8	0	The Date the update should have been effective from. Value is CCYYMMDD
UPDATE_REASON	O	T	5	0	Update Reason Code
UPDATE_COMMENT	O	T	50	0	Additional Comments

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### CSEP\_DETAILS\_D03

<u>RECORD/FIELD NAME</u>	<u>OPT</u>	<u>DOM</u>	<u>LNG</u>	<u>DEC</u>	<u>DESCRIPTION</u>
TRANSACTION_TYPE	M	T	3	0	A code identifying the type of request that this record represents. VALUE : D03
REQUEST_REFERENCE	M	T	20	0	iGT reference that uniquely identifies the request for the iGT use.
OUTCOME_CODE	O	T	2	0	This would be populated on the response file. Values: AC – Accepted RJ - Rejected
REJECTION_REASON	M	T	8	0	Relevant code from the Rejection table.
LOGICAL_METER_NUMBER	M	T	10	0	Unique reference allocated by xoserve
SHIPPER_SHORT_CODE	M	T	3	0	The 3 code identifier for the CSEP User
SITE_NAME	M	T	10	0	The name given to the CSEP Project
END_USER_CATEGORY	M	T	12	0	The EUC for the given Logical Meter Number
LOGICAL_METER_AQ	M	N	13	0	The nominated Annual Quantity for the Logical Meter Number
SUPPLY_POINT_COUNT	M	N	6	0	Number of Individual System Exit Points
EFFECTIVE_START_DATE	O	D	8	0	The date the Logical Meter number closure will be effective from . Value is CCYYMMDD
DEEMED_START_DATE	M	D	8	0	The date the closure should have been effective from. Value is CCYYMMDD
UPDATE_REASON	O	T	5	0	Update Reason Code
UPDATE_COMMENT	O	T	50	0	Additional Comments

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**AI\_I\_GT\_I\_AND\_C\_CSEP\_REC  
RT\_J82\_REC\_IMPORT\_FILE**

<u>RECORD/FIELD NAME</u>	<u>OPT</u>	<u>DOM</u>	<u>LNG</u>	<u>DEC</u>	<u>DESCRIPTION</u>
TRANSACTION_TYPE	M	T	3	0	A code identifying the type of request that this code represents. VALUE: J82
GT_DATE	M	D	8	0	Creation date of the file. This should be the same for all records within the file. Format: YYYYMMDD
GT_FILE_ID	M	T	18	0	GT unique file reference ID. This should be the same for all records within the file. Format as per UK LINK interface register guidelines. E.g. xxx01.PN000000.CRI. xxx being the GT shortcode.
GT_SHORT_CODE	M	T	3	0	A unique three character shortcode used to identify the IGT.
CSEP_NAME	M	T	30	0	The CSEP site name. The first line of the address of a CSEP.
CSEP_POST_CODE	M	T	8	0	The CSEP postcode.
LOGICAL_METER_NUMBER	M	T	10	0	The logical meter number for the period.
EUC	M	T	12	0	An alphanumeric identifier for the End User Category attached to the Logical Meter Number.
SHIPPER_SHORT_CODE	M	T	3	0	A unique three character name used to identify the Shipper supplying gas to the LMN during the Reconciliation period.
CORRECTED_METRIC_VOLUME	M	N	10	0	The total corrected metric volume for the Reconciliation period.
READ_START_DATE	M	D	8	0	This holds the start date of the Reconciliation period. Format: YYYYMMDD.
READ_END_DATE	M	D	8	0	This holds the end date of the Reconciliation period. Format: YYYYMMDD.
READ_FREQUENCY	M	T	1	0	The frequency that the meter is read; Monthly (M) 6 Monthly (6) Annually (A).
RE_RECONCILIATION	M	T	1	0	To indicate whether the record is a re-reconciliation. Y or N
GT_COMMENTS	O	T	255	0	Any comments from the GT.

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### **TR\_Z90\_RESPONSE\_RECORD**

<u>RECORD/FIELD NAME</u>	<u>OPT</u>	<u>DOM</u>	<u>LNG</u>	<u>DEC</u>	<u>DESCRIPTION</u>
TRANSACTION_TYPE	M	T	3	0	A code identifying the type of request that this record represents. VALUE : Z90
VALID_RECORD_COUNT	O	N	10	0	Count of Records Valid. This would be populated on the response file.
REJECTED_RECORD_COUNT	O	N	10	0	Count of Rejected Records. This would be populated on the response file.

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### TR\_Z99\_STANDARD\_TRAILER

<u>RECORD/FIELD NAME</u>	<u>OPT</u>	<u>DOM</u>	<u>LNG</u>	<u>DEC</u>	<u>DESCRIPTION</u>
TRANSACTION_TYPE	M	T	3	0	A code identifying the type of request that this record represents. VALUE : Z99
RECORD_COUNT	M	N	10	0	The number of detail records contained within the file. This should not include the standard header and the standard trailer but should include any file specific headers if specified for this file ie: only A00 and Z99 records excluded.

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## Rejection and AQ Update Codes

<u>Rejection Code</u>	<u>Description</u>
AQ000001	AQ is zero
AQ000002	Average AQ is outside EUC AQ Band
AQ000003	No change to Supply Point Count or AQ
AQ000004	Maximum CSEP AQ is exceeded
AQ000005	AQ reduction without valid update reason
CSP00001	CSEP does not exist
LMP00001	EUC incorrect for LMN
LMP00002	CSEP incorrect for LMN
LMP00003	LMN is not live
LMP00004	LMN will not be live
LMP00005	Multiple update for same LMN
LMP00006	A live or pending meter is present
LMP00007	LMN does not exist
INV00001	Invalid record format
INV00002	Invalid file format
INV00003	Mandatory field missing
INV00004	Incorrect deemed date format
SHP00001	Shipper does not exist
SHP00002	Shipper does not own LMN
SPO00001	Supply point count is zero

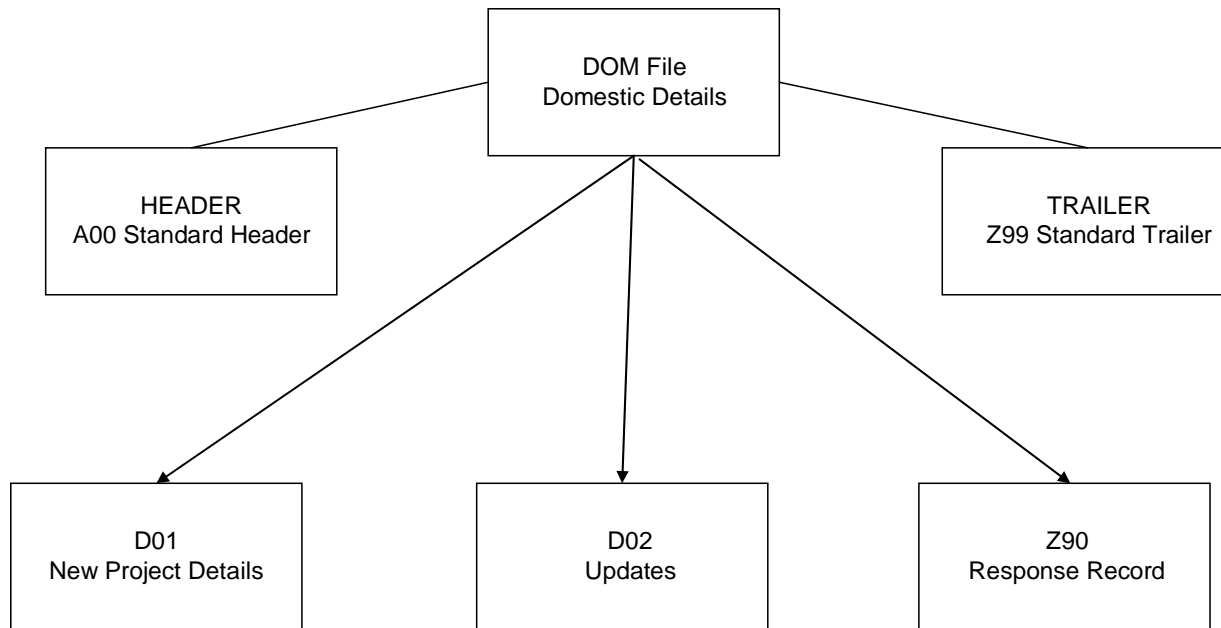
<u>AQ Update Code</u>	<u>Description</u>
UPD01	AQ reduction due to change in house type
UPD02	AQ reduction due to meters removed
UPD03	AQ reduction due to Shipper transfer
UPD04	AQ reduction due to project change
UPD05	AQ reduction due to review

AQ update codes are needed to avoid rejection AQ000005.

The following can be included in D03 closures:

- CLO01 – Shipper no longer live
- CLO02 – Project no longer flowing Gas

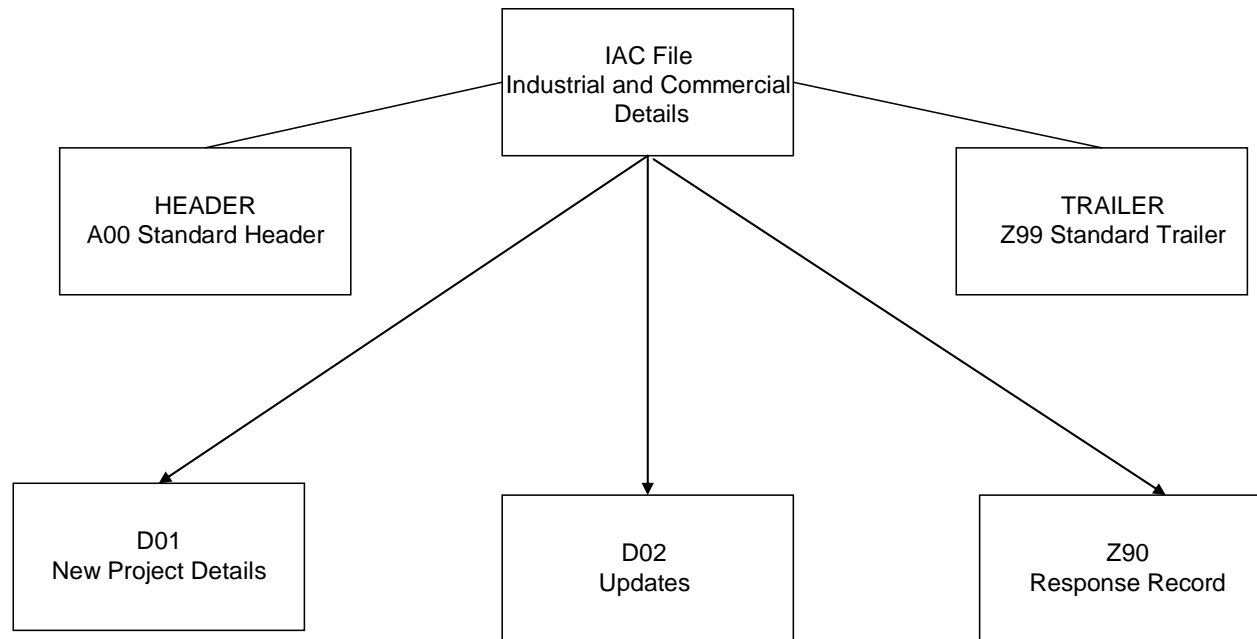
From iGT to Transporter





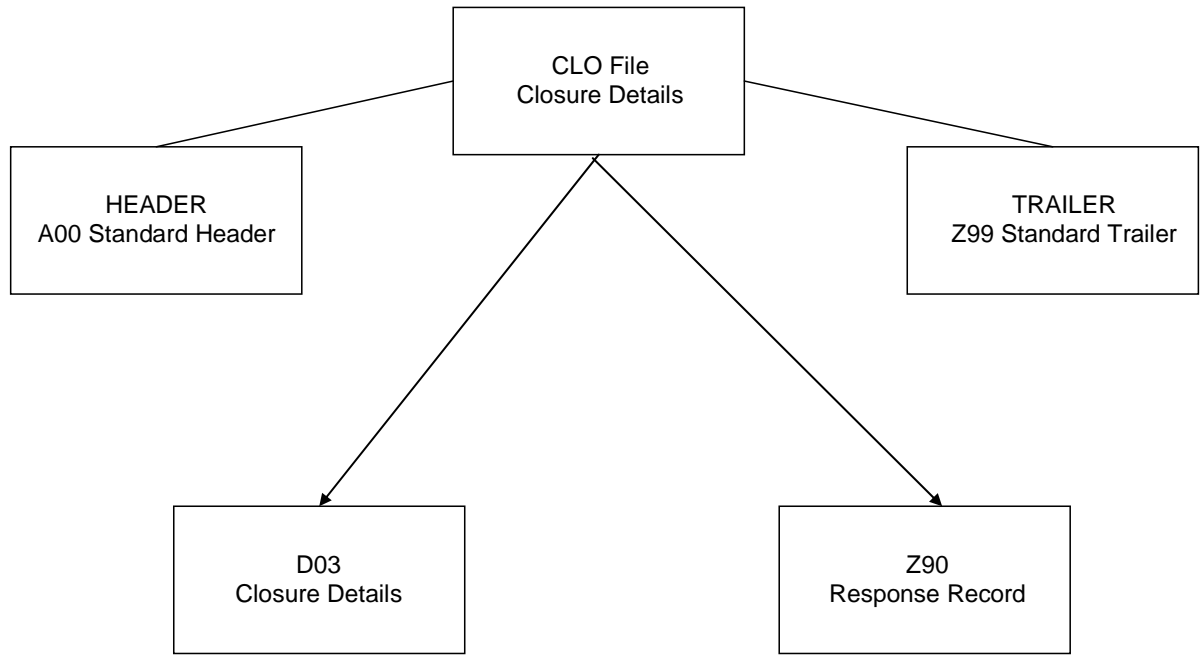
From iGT to Transporter

From Transporter to iGT when sent as  
response to iGT file

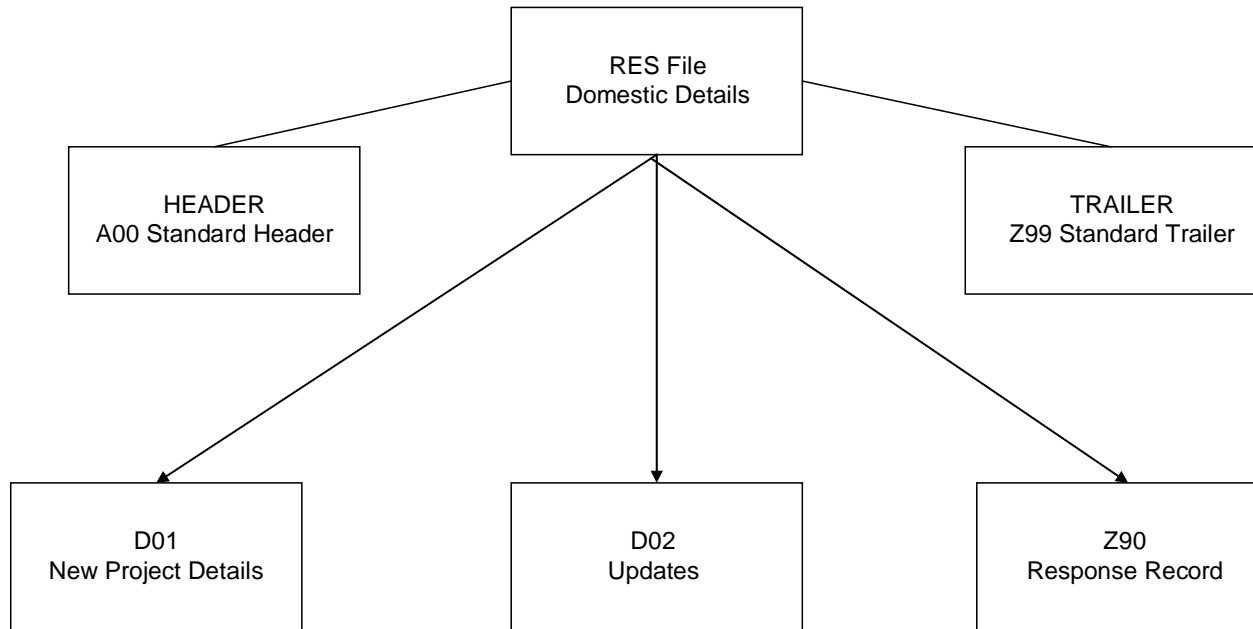


From iGT to Transporter

From Transporter to iGT when sent as response to iGT file



From Transporter to iGT –  
sent as response to DOM  
file



From iGT to Transporter

