

DSC Change Proposal Document

Customers to fill out all of the information in the sections coloured ■
 Xoserve to fill out all of the information in the sections coloured ■

A1: General Details

Change Reference:	XRN4871		
Change Title:	Modification 0665 – Changes to Ratchet Regime		
Date Raised:	11/02/2019		
Sponsor Representative Details:	Organisation:	Gazprom Energy	
	Name:	Steve Mulinganie	
	Email:	steve.mulinganie@gazprom-mt.com	
	Telephone:	0799 097 2568	
Xoserve Representative Details:	Name:	David Addison	
	Email:	David.addison@xoserve.com	
	Telephone:	0121 229 2138 / 0742 855 9800	
Change Status:	<input type="checkbox"/> Proposal	<input type="checkbox"/> With DSG	<input type="checkbox"/> Out for Review
	<input type="checkbox"/> Voting	<input checked="" type="checkbox"/> Approved	<input type="checkbox"/> Rejected

A2: Impacted Parties

Customer Class(es):	<input checked="" type="checkbox"/> Shipper	<input checked="" type="checkbox"/> Distribution Network Operator
	<input type="checkbox"/> NG Transmission	<input checked="" type="checkbox"/> IGT
	<input type="checkbox"/> Other	<If [Other] please provide details here>

A3: Proposer Requirements / Final (redlined) Change

Change Description:	<p>Modification 0665 has been raised and seeks to amend the current Class 2 Ratchet Charging Arrangement and it allows Transporters designate Supply Points (Network Designated) that should, in addition to mandatory Class 1 Supply Points, be subject to the existing Class 1 Ratchet Charging Arrangement. It is expected to be voted on by UNC Panel in March with final approval by Ofgem in April 2019.</p> <p>This Change Proposal has been raised to deliver the system requirements set out within this modification. Due to the proposed timescales and the requirement to implement the changes by 01 October 2019, the Change Proposal has been raised ahead of the modification being officially approved.</p>
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	<p>In summary please see the modification requirements for the CDSP:</p> <ul style="list-style-type: none"> • Implementation of an amended Ratchet Charging Arrangement applicable for Daily Metered Supply Meter Points that are not Network Designated. • The Revised Ratchet Charge for Class 2 sites is described in the Modification. • A mechanism is required to flag in UK Link where a Network has designated a Supply Meter Point which should be subject to the existing Class 1 Ratchet Charge • When a Supply Meter Point has been Network Designated the CDSP shall notify the registered Shipper, and the relevant Supply Point will as soon as reasonably practicable be required to be a Class 1 Supply Point • If a Shipper does not reclassify the Supply Point as Class 1 within 20 Supply Point Systems Business Days of the notice of Designation, then the CDSP will reclassify the site as Class 1 after so notifying the relevant Shipper and providing not less than 20 Supply Point Systems Business Days' notice of the revised classification effective date unless the CDSP has been informed that the Supply Meter Point is unable to be Daily Read in accordance with current code requirements. <p>For full details, please refer to the modification.</p>	
Proposed Release:	Options to be investigated as to the release approach in order to implement this change as soon as possible including a Minor Release in 2019.	
Proposed Consultation Period:	<input checked="" type="checkbox"/> 10 Working Days	<input type="checkbox"/> 20 Working Days
	<input type="checkbox"/> 30 Working Days	<input type="checkbox"/> Other [Specify Here]

A4: Benefits and Justification

Benefit Description:	<p>The modification case for change argues that removal of the Ratchet Charge will remove a key barrier to Supply Meter Points electing to be Daily Metered. This will enable better information to be available for allocation processes and allow for the development of innovative products.</p> <p><i>What, if any, are the tangible benefits of introducing this change? What, if any, are the intangible benefits of introducing this change?</i></p>
Benefit Realisation:	<p>Upon implementation.</p> <p><i>When are the benefits of the change likely to be realised?</i></p>
Benefit Dependencies:	The benefit is dependent on the modification being approved in order for the CDSP to delivery this change

	<i>Please detail any dependencies that would be outside the scope of the change, this could be reliance on another delivery, reliance on some other event that the projects has not got direct control of.</i>
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A5: Final Delivery Sub-Group (DSG) Recommendations

Final DSG Recommendation:	<i>Until a final decision is achieved, please refer to section C of the form.</i>		
	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer
DSG Recommended Release:	Release X: June 2020		

A6: Funding

Funding Classes:	<input checked="" type="checkbox"/> Shipper	30 %
	<input checked="" type="checkbox"/> National Grid Transmission	17 %
	<input checked="" type="checkbox"/> Distribution Network Operator	70 %
	<input checked="" type="checkbox"/> IGT	XX %
	<input type="checkbox"/> Other <please specify>	XX %
Service Line(s)	DSC Service Area 7: NTS Capacity, LDZ Capacity, Commodity, Reconciliation, Ad-hoc adjustment and balancing invoices DSC Service Line: ASGT-CS SA7-17 Notification of ratcheted Supply Point Capacity	
ROM or funding details:		
Funding Comments:	<p>5th March 2019 - The above funding split is based on what is specified by the DSC Service Area on the Budget and Charging Methodology document. An automated solution would not cause any change to the ongoing delivery of the service lines.</p> <p>15th March 2019 – the DNs agreed at ChMC on 13th March 2019 that they should fund 100% of this change.</p> <p>28th March 2019 - Xoserve is reviewing the impacted service lines to assess if changes are needed</p> <p>3rd June 2019 – Xoserve expects that a new service line will be required for this change.</p> <p>11th July – Xoserve has identified the service line, and it is indicated above in the service line field.</p> <p>10th June 2020 – It was agreed by the June 2020 ChMC that the funding for XRN4871B is split between DNs and Shippers. Agreed split is 70% DN funded and 30% Shipper funded. This was agreed due the Shippers being the benefitting party for certain elements of the change which are detailed below:</p> <ul style="list-style-type: none"> Automated calculation and issue of Class 2 Ratchet Invoice <i>This will ensure the Class 2 Ratchet charges Shippers receive will be generated from the system and included</i> 	

	<p><i>within the Capacity invoice as per the Class 1 Ratchet charges</i></p> <ul style="list-style-type: none"> Automated forced Class change <i>Where the Shipper does not reclassify a site where they are required to under UNC, the CDSP will action this on their behalf</i> Visibility of network designated sites within DES <i>This gives Shippers the visibility of network designated sites outside of their portfolio, so they are aware if any site(s) they are looking to take on are network designated and therefore must remain in Class 1</i>
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A7: ChMC Recommendation – 13th March 2019

Change Status:	<input checked="" type="checkbox"/> Approve (to proceed to DSG)	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer
Industry Consultation:	<input type="checkbox"/> 10 Working Days	<input type="checkbox"/> 20 Working Days	
	<input type="checkbox"/> 30 Working Days	<input type="checkbox"/> Other [Specify Here]	
Expected date of receipt for responses (to Xoserve)	XX/XX/XXXX		

DSC Consultation Issue:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Date Issued:	09/05/2019	
Comms Ref(s):	2314 – RJ – ES / 2378.1 - RT – PO – Solution Review	
Number of Responses:	Part A - 5 responses – 4 in support of the implementation date and solution option and 1 in support of the implementation date only (2314 – RJ – ES) Part B - 5 responses in support of the implementation date and solution option. (2378.1 - RT – PO)	
Date Issued:	18/11/2019	
Comms Ref(s):	2489.16 - RT - PO	
Number of Responses:	4 Reps: three approved and one rejected response	

DSC Consultation Issue:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Date Issued:	09/05/2019	
Comms Ref(s):	2314 – RJ – ES / 2378.1 - RT – PO – Solution Review	
Number of Responses:	Part A - 5 responses – 4 in support of the implementation date and solution option and 1 in support of the implementation date only (2314 – RJ – ES)	

	Part B - 5 responses in support of the implementation date and solution option. (2378.1 - RT – PO)
Date Issued:	18/11/2019
Comms Ref(s):	2489.16 - RT - PO
Number of Responses:	4 Reps: three approved and one rejected response

DSC Consultation Issue:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Date Issued:	14/04/2020 Detail design Part B	
Comms Ref(s):	2566.4 – MT - JR	
Number of Responses:	3 approvals	

A8: DSC Voting Outcome

Solution Voting:	<input checked="" type="checkbox"/> Shipper	Approve	
	<input type="checkbox"/> National Grid Transmission	N/A	
	<input checked="" type="checkbox"/> Distribution Network Operator	Approve	
	<input checked="" type="checkbox"/> IGT	Approve	
Meeting Date:	07/08/2019		
Release Date:	Part A - Minor Release Drop 5 (Indicative Date of 17 th August 2019) Part B – June 2020		
Overall Outcome:	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	Minor Release Drop 5 (Indicative Date of 17 th August 2019) – Part A June 2020 Release – Part B

A8: DSC Voting Outcome May 4th

Solution Voting:	<input checked="" type="checkbox"/> Shipper	Approve	
	<input type="checkbox"/> National Grid Transmission	Please select.	
	<input checked="" type="checkbox"/> Distribution Network Operator	Please select.	
	<input checked="" type="checkbox"/> IGT	Please select.	
Meeting Date:	04/05/2020		
Release Date:	November 2020		
Overall Outcome:	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	

Please send the completed forms to: box.xoserve.portfoliooffice@xoserve.com

DSG Date:	18/03/2019
DSG Summary:	<p>David Addison (DA) explained that while going through mod process Ofgem said this needs to be in place by winter 2019 and the Reps reiterated this point. Change Managers will be reluctant to change the scoped releases, so we are exploring the option of July MR. To put in MR, DA advised there will be no file format changes however there will inevitably have to be changes in Shippers organisation. This will be due to rejection codes which may not be clear what basis it is rejected on. DA is presenting to DSG early and working internally on solutions in the next 2 weeks due to timescales. DA will send an extraordinary change pack out by Wednesday 20th stating there will be only one solution in each case. DA went through the slides highlighting point 4 on slide 40 being a BAU process. MOD0665 introduces a lesser Ratchet Charge so we would have to come up with how to notify you. Also have a means on controlling a sensitive load on a new class on class 1 read. This flag is a new class 1 requirement. There is Code to use, however no support to give out. CDSP obligated to inform shippers by email. DA stated stating that we are progressing on basis that no external impacts, however is open to change if there are other options DSG can give.</p> <p>DA went through slide 41-44. Looking to exclude DES and process through consequential. We propose to reject stuff coming in and apply rejection, however customer changes will recognise so this is the changes that may need to be applied to the systems.</p> <p>Looking through the code for outstanding Offers, 0665 doesn't explicitly allow us to cancel offers or confirmations, but DA will assess whether this is an option Very short timescale and possible that a Shipper may have</p>

	<p>gone through the process of offer and would be preferable to reject the offer. DA to confirm in the change pack. Ratchet charge is currently ZRA and SRA in CAZ invoice. Planning to reuse these charges, but there is a new ratchet charge for class 2 includes a Ratchet charge for ECN. Class 1 doesn't have this equivalent. DA summarised and that an Extraordinary Change pack will be out by Wednesday. DSG agreed to a shortened timescale for Repts and to close out comments on 26th/27th March.</p> <p>ACTION: DSG to respond to the Extraordinary Change Pack for RN4871 - Modification 0665 – Changes to Ratchet Regime</p>		
Capture Document / Requirements:	<Insert where appropriate>		
DSG Recommendation:	<input type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer
DSG Recommended Release:	Release X: Feb / Jun / Nov XX or Adhoc DD/MM/YYYY		

Section C: DSG Discussion

C1: Delivery Sub-Group (DSG) Recommendations

DSG Date:	01/04/2019
DSG Summary:	<p>Ellie Rogers (ER) presented this change at the last DSG meeting to get initial views on assumption and went through the background (slide 32). MOD 0665 has now been approved and is to be implemented by Nov 19; so will proposed for July MiR. DSG acknowledged that the options were quite pragmatic and a Change Pack was issued. ER gave the results from the 5 responses received, 3 are in support of the options and 2 didn't explicitly state support or otherwise but we did not identify any major concerns.</p> <p>ER went through the assumptions (previously presented at the last DSG) with the Industry representations (slides 34 – 37)</p> <ul style="list-style-type: none"> • Visibility of 'Network Designation' flag - representation indicated that Users were comfortable with the approach to not amend file formats for this implementation and were comfortable with this being considered as part of CSS file format change • Views sought from DSG - SPA - representation indicated that Users did not flag concerns with this approach. It was suggested by one User that a new rejection code would be sensible. ER opened this up for DSG discussion. JB stated given the timescales not to use a new code and monitor how many affected and change in a future release. This view was supported by DSG. • Views sought from DSG – Inflight - from the industry representation, Users agreed with our approach to allow the Confirmation to progress and not cancel offers. • Views sought from DSG – Invoicing - representation indicated Users were not concerned with the proposed changes. It was stated by one User that changes to the file structure (which is not proposed) would cause an issue and a value/rate change is manageable (which is being proposed). <p>ER thanked DSG for their feedback and wanted to note that these are the first draft options and approaches and the representation will be in the</p>

	detailed design process and shared to the wider Industry view in a Change Pack.		
Capture Document / Requirements:	<Insert where appropriate>		
DSG Recommendation:	<input type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer
DSG Recommended Release:	Release X: Feb / Jun / Nov XX or Adhoc DD/MM/YYYY		

DSG Date:	07/05/2019
DSG Summary:	<p>Ellie Rogers (ER) confirmed that modification 0665 has been approved by Ofgem with an implementation date of 1st October 2019. It was highlighted that a minimum scope requires implementation ahead of 1st October in order to comply with the modification.</p> <p>The minimum scope was stated as the following:</p> <ul style="list-style-type: none"> • Network Designated Flag added within UK Link <i>This will allow the CDSP to identify within the system the sites which the DNs have assigned as Network Designated and which should be Class 1 and subject to the Class 1 Ratchet Charging Regime</i> • SPA Validation changes <i>This is to allow Shippers (or CDSP) to move Network Designated sites which could be Class 2, 3 or 4 into Class 1. Also preventing the Network Designated sites being moved out of Class 1.</i> • Forced Class Change process

	<p><i>This is to allow the CDSP to y move Network Designated sites into Class 1 if the time period for Shippers to do so elapses.</i></p> <p>There were 2 options provided within the HLSO for the minimum scope (Part A of this change). Option 1 had an automatic Class Change process and option 2 was a manual process.</p> <p>As Part A (minimum scope) of this change needs to be implemented by 1st October, Option 1 has been discounted due to a Major Release being required for implementation (earliest point November 2019) which would be too late..</p> <p>Therefore Option 2 was stated as the only option for Part A as it can be implemented within a Minor Release. ER went through the HLSO for Option 2 (slide 58-60) which was highlighted to have minimum impact for Users with no system impacts expected. ER asked for views on the proposed solution option. DSG members raised no objections with the proposed option.</p> <p>It was confirmed that a Solution Option Change Pack would be issued by w/e 10th May 2019 to solicit wider industry views on the solution and proposed implementation.</p> <p>In terms of Part B for this change, it will require implementation within a Major Release. This is likely to be proposed for June 2020 release, however this is still to be agreed and confirmed.</p> <p>To confirm, Part B will encompass the following changes:</p> <ul style="list-style-type: none"> • Automated Force Class Change • Automated calculation and issue of Class 2 Ratchet invoices <p>A HLSO for Part B will be undertaken and discussed at DSG before being issued out within a Solution Change Pack for Users review and approval.</p>		
Capture Document / Requirements:	<Insert where appropriate>		
DSG Recommendation:	<input type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer
DSG Recommended Release:	Release: Minor		

DSG Date:	17/06/2019
DSG Summary:	<p>DA presented a verbal update for this agenda item. DA stated the Part B change will be a part of June 2020 release involving the changes necessary to invoicing, so in advance of Part B coming in, Part A will be the ECN charge to be part of the ZRA charges which won't be explicitly pulled out whereas in Part B this will be an item that can be seen in a customer's invoice. DA suggested he expects the HSLO to be ready discussion at the start of July or Mid July. Furthermore DA stated that the Part B HLSO might be available to be issued as part of July Change Pack. The requirements for Part B at the moment are currently in the process of completing them. PO stated Ellie Rogers was in the process of confirming some of the detail of the HLSO of Part B. DA explained part A is more of a minimum scope for changes to be implemented and the Ratchets will be manually done up to the implementation of Part B.</p>

Capture Document / Requirements:	<Insert where appropriate>
DSG Recommendation:	<input type="checkbox"/> Approve <input type="checkbox"/> Reject <input type="checkbox"/> Defer
DSG Recommended Release:	Release X: Feb / Jun / Nov XX or Adhoc DD/MM/YYYY

DSG Date:	01/07/2019
DSG Summary:	<p>ER informed DSG this Change is related to MOD0665 which has been approved by Ofgem and has an implementation date of 01st July 2019. ER stated that due to the proposed timescales and requirements to implement the changes in line with the 01st October 2019, the delivery has been split into 2 parts, A & B.</p> <ul style="list-style-type: none"> • Part A will be going to ChMC in July for final approval • Part B which is the enduring solution has gone for HLSO <p>ER stated that the CDSP is requesting DSG views regarding Part B, where the transporters have indicated they are comfortable with the CDSP cancelling offers where a site has been network designated and the offer is for anything other than class 1. It was highlighted that cancelling offers for this reason is not currently explicit in code but has been indicated as a requirement. ER stated that in order to accommodate this, CDSP requires a mechanism for the CDSP to notify the users that the offer has been cancelled.</p> <p>ER explained there are 3 current methods which the notification can be sent out by;</p> <ul style="list-style-type: none"> • Meter Point Status – MPE file (within the S31 INVALID OFFER DETAILS) • Where there is a Ratchet - RAT file (within the S31 INVALID OFFER DETAILS) • Exit zone change- EXZ file (within the S31 INVALID OFFER DETAILS) <p>ER asked DSG for their view on which method would be their preference.. ER suggested that option one (MPE hierarchy) seems the most logical mechanism because the other two options are for very specific situations. ER stated there will be no proposed change to the S31 record file it is just the mechanism and hierarchy in which we notify users of the cancellation. ER informed DSG that with these options, it is worth noting that users will just receive the S31 record and will not be notified explicitly that the cancellation has occurred because the site is network designated. The CDSP is proposing not to amend the S31 record. ER asked DSG to note that within Part B there is a requirement for the network designation flag to be visible to users which means users will be able to determine if the site is network designated, however the solution for this has not yet been defined. IB asked ER if this could be sent in an email, or extraordinary Change Pack that articulates these options allowing parties to be able to discuss in their organisations and provide responses regarding this.</p>

	<p>Action: The CDSP to send out an email or extraordinary Change Pack that articulates the options regarding the 3 methods of notification, allowing parties and organisations to discuss and provide responses regarding preference of method going forward.</p> <p>Post meeting update: CDSP technical team have confirmed that the effort to implement any of the options above is the same. With this in mind, the HLSO for Part B will consider the requirement to have a mechanism to notify users of an offer cancellation. During the detailed design phase, we will discuss and decide with the industry which mechanism is preferred.</p> <p>The HLSO for the solution options will be issued within a Change Pack on Friday 12th July and back to DSG for consideration on 15th July. DSG agreed with this approach.</p>
Capture Document / Requirements:	<Insert where appropriate>
DSG Recommendation:	<input type="checkbox"/> Approve <input type="checkbox"/> Reject <input type="checkbox"/> Defer
DSG Recommended Release:	Release X: Feb / Jun / Nov XX or Adhoc DD/MM/YYYY

DSG Date:	15/07/2019
DSG Summary:	<p>Ellie Rogers (ER) stated that part A of this Change was approved at ChMC on 10th July for implementation due to go in around September. ER explained that this HLSO was for Part B of the change which is currently in scope for June 2020 delivery and involves the enduring solution. ER stated that when looking at the impact assessment for Part B, there was only 1 option which is to ensure that Part A has an enduring solution. It was highlighted that Part B will involve the changes to the RAT and PRN files as the ECN charge is being added into the Class 2 ratchet calculation. In addition ER added that for Part A the forced Class change will be done manually by the Operations team however Part B should involve an automated solution that if Shippers have not reclassified a Network Designated site within the agreed timeframe (20 working days) then the site will be automatically reclassified by the CDSP using the SPC file. When a site is reclassified by the CDSP, Users have been asked to indicate how the CDSP should derive the SHQ. It has been agreed by Change Managers for Part A that this should be at the discretion of the Transporter on a case by case basis.</p> <p>ER stated that for Part B, the Transporters have indicated they are comfortable with the CDSP cancelling offers where a site has been Network Designated and the offer is for anything other than Class 1. Furthermore ER added, in order to accommodate this, the CDSP requires a mechanism to notify the Users that the offer has been cancelled. Currently there are 3 ways that this notification can be sent:</p> <ul style="list-style-type: none"> • Meter Point Status – MPE file (within the S31 INVALID OFFER DETAILS) • Where there is a Ratchet - RAT file (within the S31 INVALID OFFER DETAILS) • Exit zone change - EXZ file (within the S31 INVALID OFFER DETAILS) <p>ER stated that the first option seems the most logical as the other two are related to a specific event occurring (ratchet and Exit Zone change). DSG</p>

	<p>members agreed in principle with this logic but wanted to understand how often the MPE file is currently used.</p> <p>In addition to this, it is worth noting that Users will just receive the S31 record and will not be notified explicitly that the cancellation has occurred because the site is Network Designated. ER stated the CDSP is proposing not to amend the S31 record. Furthermore ER stated that the CDSP is proposing that for the Network Designation flag is visible to Users within Data Enquiry Service (DES) and this will also be included within Part B. ER encouraged DSG members to provide some views via the issued Change Pack regarding the mechanism presented in the slides about cancelled offers. AN asked is there a situation currently where an offer is cancelled and the process used is the MPE S31 file. ER stated there is one used and is being internally investigated with IS Ops to gain some understanding regarding how often this is being used. ER added that once some understanding has been gained, ER will update DSG with the statistics.</p> <p>ER encouraged DSG to provide views and responses via the Solution Change Pack issued 10th July and if there are any questions, to contact her regarding any queries.</p>		
Capture Document / Requirements:	<Insert where appropriate>		
DSG Recommendation:	<input type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer
DSG Recommended Release:	Release X: Feb / Jun / Nov XX or Adhoc DD/MM/YYYY		

DSG Date:	05/08/2019		
DSG Summary:	<p>Ellie Rogers (ER) presented this agenda item. ER stated that this change went out for solution review in July's Change Pack and multiple responses were provided by the industry. ER bought this change back to DSG to ask if there are any further questions to raise before going to ChMC 07/08/19 or are they happy to go ahead with what the solution representation that has been provided. James Rigby (JR) asked ER if the intention at ChMC was to obtain approval of solution, ER confirmed this is the case so that they can be approved and scoped into June 2020 Release. ER stated that the responses provided all supported the change and just wanted more detail around how the change would be implemented. . ER stated that this will be provided in the detailed design.</p>		
Capture Document / Requirements:	<Insert where appropriate>		
DSG Recommendation:	<input type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer
DSG Recommended Release:	Release X: Feb / Jun / Nov XX or Adhoc DD/MM/YYYY		

DSG Date:	18/11/2019
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DSG Summary:	XRN4871 – PART B PO highlighted to DSG that this change is going in the November detailed design change pack, and DSG members are encouraged to review this and feed in any representations on this.		
Capture Document / Requirements:	<Insert where appropriate>		
DSG Recommendation:	<input type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer
DSG Recommended Release:	Release X: Feb / Jun / Nov XX or Adhoc DD/MM/YYYY		

DSG Date:	27/04/2020
DSG Summary:	<p>XRN4871 – PART B</p> <p>ER presented this agenda item. ER provided a background of the change to DSG and explained this change was as a result of MOD0665 and has been split out in 2 parts due to the delivery timescales associated with this Modification implementation. Part A was delivered last within the September 2019 Minor Release Drop 5 and Part B is due to be delivered within November 2020 Major Release.</p> <p>Part B is in scope of November 2020 and looks to deliver the enduring solution. ER stated that within part B, there are three main elements associated.</p> <ul style="list-style-type: none"> – Automated calculation and issue of Class 2 Ratchet invoices – Automated forced Class change – Visibility of network designated sites within Data Enquiry Service (DES) and file formats <p>The Detailed Design Change Pack for XRN4871B has been issued for review and is due to be voted on at the next ChMC meeting. ER stated that within the Design Change Pack issued, there are 2 design considerations that the CDSP is asking the industry to review and consider, allowing for the solution to be derived from the discussion. First consideration was:</p> <ul style="list-style-type: none"> - Charge Types

ER stated that with this change, the calculation and issue of the Class 2 Ratchet invoices will be automated, this is currently being delivered via a manual solution/process Modification 0665 introduced a new calculation formula for Class 2 Ratchets which included the addition of a new line item and Charge Types the ECN Charge. Currently for Class 2 Ratchets, the ECN and CCA charges are included under the ZRA Charge Type.

ER added that within the Change Pack we have asked the industry to provide a view on whether they would prefer the creation of two new Charge Types for the ECN charges (**option 1**) or whether they are happy to continue to receive this within the ZRA Charge Type (**option 2**)

ER asked DSG if they have any view on which option would they prefer

IB asked if the charge that is currently received under ZRA is a combination of CCA and ECN. ER confirmed that this is the case.

DW asked if there have been any observations internally or from any other parties about retaining this under the ZRA.

ER stated that no negative feedback had been received and that Xoserve is awaiting industry views which will be discussed at ChMC in May.

IB added that he is happy to continue receiving the 1 charge type currently being used.

DW supported the same view as IB.

ER added that the Change Pack is still out for review and has not closed out, asking DSG to submit reps for view and steer on this.


Furthermore, ER added that the second element mentioned that in the change pack involves a proposal to make the network designated flag visible to Shippers.

This would involve a new data item within DES being created to show where a site is network designated within portfolio and community Shipper view. Also, there are 6 SPA records which can also be updated to include the designated flag.

	<ul style="list-style-type: none"> • S59 • S64 • S21 • S09 • S07 • S15 <p>The Change Pack requests confirmation from Shippers as to whether they are comfortable with the network designated flag being visible in just DES or whether a change to the SPA file records is also required.</p> <p>ER asked if DSG have any initial views on the on the creation of new charge types and the updates to the SPA files to include the network designated indicator?</p> <p>IB stated that given the low number of the sites that are affected, IB would be reluctant to see those changes with the regards to the records but would be happy to see the flag within DES.</p> <p>DW also supported the view of IB.</p> <p>ER urged DSG to provide views via the Change Pack process and confirmed that a view from DSG based on today's discussions would feed into the ChMC discussions.</p>		
Capture Document / Requirements:	<Insert where appropriate>		
DSG Recommendation:	<input type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer
DSG Recommended Release:	Release X: Feb / Jun / Nov XX or Adhoc DD/MM/YYYY		

Section D: High Level Solution Options

D1: Solution Options

<p>Solution Option Summary:</p>	<p>This is the High Level Solution Options (HLSO) for Part A of XRN4871 only. Part A is the minimum scope Xoserve must implement by 1st October 2019 in order to comply with Modification 0665. The minimum scope encompasses the following elements:</p> <ul style="list-style-type: none"> • Network Designated Flag added within UK Link <i>This will allow the CDSP to identify within the system the sites which the DNs have assigned as Network Designated and which should be Class 1 and subject to the Class 1 Ratchet Charging Regime</i> • SPA Validation changes <i>This is to allow Shippers (or CDSP) to move Network Designated sites which could be Class 2, 3 or 4 into Class 1. Also preventing the Network Designated sites being moved out of Class 1.</i> • Forced Class Change process <i>This is to allow the CDSP to manually move Network Designated sites into Class 1 if the time period for Shippers to do so elapses.</i> <p>By implementing the above ahead of 1st October 2019, it allows Xoserve to put in place the arrangements to deliver the scope set out within the Modification.</p> <p>Two solution options for Part A XRN4871 were included within the HLSO. Option 1 was however discounted due to the requirement for it to be implemented within a Major Release which would result in the delivery date being missed.</p> <p>Option 2 can be delivered within a Minor Release and includes the minimum scope required and therefore is the only available solution option for the Part A.</p> <p>Attached below is the HLSO for Part A XRN4871:</p> <div style="text-align: center;">  <p>XRN4871 - Modification 0665 - P:</p> </div> <p>Please note that Part A minimum scope should involve no system changes for Users. It is only changes to Xoserve systems to add the Network Designation Flag and amend the SPA validations.</p> <p><u>We are seeking Users views and approval on the proposed solution option for Part A.</u> Please note the reduced representation period to 6 business days as agreed at Change Management Committee on 8th May 2019. If you would like to provide a representation comment and believe you will not be able to do so within the reduced response period, please contact</p>
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	<p>the uklink@xserve.com box account and let us know and we will look to accommodate this.</p> <p>If the solution option is agreed, as per the normal change process, a Detailed Design Change Pack will be issued to Users stipulating at lower level the details / impacts of this change. Users will also have a representation period to review and provide any comments on the Detailed Design Change Pack which again will be voted on by Change Managers.</p> <p>In terms of this change Part B, it will require implementation within a Major Release. This is likely to be proposed for June 2020 release, however this is still to be agreed and confirmed.</p> <p>To confirm, Part B will encompass the following changes:</p> <ul style="list-style-type: none"> • Automated Force Class Change • Automated calculation and issue of Class 2 Ratchet invoices <p>A HLSO for Part B will be undertaken and discussed at DSG before being issued out within a Solution Change Pack for Users review and approval.</p> <p>This is expected to be discussed within the next few months.</p>
Implementation Date for this Solution Option:	Minor Release pre 1 st October 2019
Xoserve preferred option: (including rationale)	Option 2 This is the only option available and encompasses the minimum scope required which will allow compliance with the Modification. It should have no system impacts on Users.
DSG preferred solution option: (including rationale)	Option 2
Consultation closeout:	17/05/2019

Section E: Industry Response Solution Options Review

E1: Organisation's preferred solution option

User Contact Details:	Organisation:	SGN
	Name:	Sally Hardman
	Email:	sally.hardman@sgn.co.uk
	Telephone:	07970 019027 01293 818129

<p>Organisation's preferred solution option, including rationale taking into account costs, risks, resource etc.</p>	<p>We would prefer this to be implemented under a single release however due to the requirements of the Modification we understand there are time constraints.</p> <p>Could Xserve share the cost impact of delivering this solution via a minor release in July versus implementing the total solution, are there additional costs by initiating the final enduring solution under a major release in June 2020.</p> <p>Has an assessment of the impacts to external interfaces been undertaken, the change talks about such impacts but doesn't provide any details.</p> <p>The solution does not detail how Networks would be made aware of new supply points being registered for the first time?</p> <p>Will the Network Designation Class 1 flag be available to view in DES by DN's?</p> <p>We believe that the above comments need to be considered although they shouldn't halt the work that Xserve are doing so that the code obligation is fulfilled in advance of the 1st October.</p>		
Implementation Date:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer
Xoserve preferred solution option:	<input type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer
DSG preferred solution option:	<input type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer
Publication of consultation response:	<input checked="" type="checkbox"/> Publish		<input type="checkbox"/> Private

E2: Xoserve' s Response

<p>Xoserve Response to Organisations Comments:</p>	<p>Thank you for your comments. Your response and preference will be fed back in the ChMC meeting ahead of the change being voted on.</p> <p>Since Part A and B impact different functional code there are not expected to be any changes necessitated in A that will be amended by B. Whilst some economies of scale would potentially have been realised by implementing A and B together, since Part B will be included in a major release you would expect that B would benefit from these in this regard.</p> <p>With regards to the external interfaces being assessed, the intention is for the Part A scope to involve no system changes for Users. It should only be changes to Xoserve systems to add the Network Designation Flag and amend the SPA validations. That being said, we would want this ratified by Users and once we receive approval from Change Managers to progress (expected June ChMC), we would look to issue the Detailed Design Change Pack as soon as possible for User consideration and ultimate approval.</p> <p>In terms of New Supply Points, we are investigating use of the existing delta files that are currently provided to the Networks in order for you to assess such Supply Points for Network Designation.</p>
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	<p>For Part A, the Network Designation flag would not be available in DES to view, however this can be considered as an option for Part B.</p> <p>As mentioned, the end to end process and impacts for Part A will be issued out within the Detailed Design Change Pack.</p>
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E1: Organisation's preferred solution option

User Contact Details:	Organisation:	E.ON		
	Name:	Kirsty Dudley / Lee Stone		
	Email:	Kirsty.Dudley@eonenergy.com		
	Telephone:	07816 172 645		
Organisation's preferred solution option, including rationale taking into account costs, risks, resource etc.	<p>We support the preferred solution and proposed implementation dates.</p> <p>We have assessed the interim solution and believe it will work where the shipper does not change, however we would like clarification on how this solution will ensure that shippers are informed of Network Designated (ND) class 1s under change of shipper scenarios.</p> <p>We feel this may cause confusion and possibly lead to ambiguity as to which shipper has the responsibility to move ND sites. This is because the outbound shipper doesn't have an incentive to appeal or move ND sites which could prevent the incumbent shipper from appealing a forced ND despite having defined rationale.</p> <p>This may also lead to the CDSP carrying out more forced settlement class changes; and may have impacts to the incumbents shippers imbalance and UIG position so clarity would be good for us and other shippers.</p>			
Implementation Date:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
Xoserve preferred solution option:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
DSG preferred solution option:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
Publication of consultation response:	<input checked="" type="checkbox"/> Publish		<input type="checkbox"/> Private	

E2: Xoserve's Response

Xoserve Response to Organisations Comments:	<p>Thank you for your comments. Your response and preference will be fed back in the ChMC meeting ahead of the change being voted on.</p> <p>With regards to your concerns with Change of Shipper scenarios, the intention is for an offline notification to be sent to the Registered User when their site has been Network Designated and it needs to be re-classified.</p>
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	<p>The changes to the Confirmation process which are being implemented as this change will prevent a Shipper confirming this Supply Point as anything other than Class 1 after the Network Designated Flag has been set.</p> <p>If a User already has a Confirmation at Requested or Confirmed Status, then a notification will also be issued to such Users notifying them of the need to reclassify the Supply Point.</p> <p>We expect to stipulate the process and exactly how this solution is going to work within the Detailed Design Change Pack following Change Managers decision to progress with the change (expected June ChMC).</p>
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E1: Organisation's preferred solution option

User Contact Details:	Organisation:	Wales & West Utilities		
	Name:	Richard Pomroy		
	Email:	Richard.Pomroy@wwutilities.co.uk		
	Telephone:	029 2027 8552 or 07812 973337		
Organisation's preferred solution option, including rationale taking into account costs, risks, resource etc.	Option 2 is the solution that allows delivery by the required date of 1 st October 2019. As a principle we do not like having manual solutions as this gives potential for failures as we have seen with the amendment invoice. We accept that further changes for a system solution need to be developed. Any additional changes to the system solution developed at a later date to enhance the service will need to be funded by Shippers.			
Implementation Date:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
Xoserve preferred solution option:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
DSG preferred solution option:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
Publication of consultation response:	<input checked="" type="checkbox"/> Publish		<input type="checkbox"/> Private	

E2: Xoserve's Response

Xoserve Response to Organisations Comments:	<p>Thank you for your comments Your response and preference will be fed back to ChMC meeting ahead of the change being voted on.</p> <p>We note your concern with the principle of manual solutions being proposed. As detailed in Section D, the intention is to make the solution automated as soon as possible, with only one Ratchet Year (October – May 2019/20) being proposed to use the manual work around. For the manual solution, all necessary processes and checks will be implemented to reduce the risk of error.</p> <p>Regarding funding arrangements for the Part B element of this change, we have noted your view and will make Change Managers aware of this.</p>
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E1: Organisation's preferred solution option

User Contact Details:	Organisation:	Gazprom Energy		
	Name:	Alison Neild		
	Email:	Alison.neild@gazprom-energy.com		
	Telephone:	0161 829 0039		
Organisation's preferred solution option, including rationale taking into account costs, risks, resource etc.	<p>Agree that Option 2 is required to meet the timelines set out by the UNC MOD and Option 1 would not be possible. Therefore support moving forward with Option 2 as a minor release.</p> <p>However we do not agree that this in a minor release equates to no impact on shipper systems or processes. Therefore request that the Detailed Design Change Pack is issued as soon as is practicably possible in order to gain clarity of the process, for example confirmation of the following queries:</p> <ol style="list-style-type: none"> (1) How the <u>current</u> shipper will be informed that a site that is currently not Class 1 has been designated as Class 1 and the 20 day notice period begins (2) How the <u>prospective</u> shipper will be informed of the change, is this expected to be through the rejection code only? What about prospective shippers with open offers/confirmations at the time of change (3) How the DMSP service is triggered for these changes. 			
Implementation Date:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
Xoserve preferred solution option:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
DSG preferred solution option:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
Publication of consultation response:	<input checked="" type="checkbox"/> Publish		<input type="checkbox"/> Private	

E2: Xoserve's Response

Xoserve Response to Organisations Comments:	<p>Thank you for your comments. Your response and preference will be fed back to ChMC meeting ahead of the change being voted on.</p>
	<p>In terms of the 'no impact' comment, it is our intention within the Part A scope to avoid any system changes for Users. That being said, we would want this ratified by Users and once we receive approval from Change Managers to progress (expected June ChMC), we would look to issue the Detailed Design Change Pack as soon as possible for User consideration and ultimate approval.</p>
	<p>In direct response to your comments, we have provided a high level view:</p>

	<p>(1) Once we are informed by the Network of the Network Designation, we expect an email notification would go to the [DSC Contract Manager of the] Registered User where their site has been Network Designated and needs to be moved into Class 1 within 20 business days.</p> <p>(2) We will identify Users with Confirmations at RQ and CO Status to notify them about the requirement to undertake the Class Change once the Supply Point is Live. We will notify the relevant Shipper DSC Contract Manager.</p> <p>(3) We would not expect that this is a Shipper obligation to notify the DMSPs that DM Equipment was required.</p> <p>Please note this will be called out within the Detailed Design Change Pack.</p>
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E1: Organisation's preferred solution option

User Contact Details:	Organisation:	Orsted		
	Name:	Lorna Lewin		
	Email:	lolew@orsted.co.uk		
	Telephone:	0207 451 1974		
Organisation's preferred solution option, including rationale taking into account costs, risks, resource etc.	We support Option 2 as this will have minor impacts to our internal systems and business processes, whilst meeting the requirements set out in UNC modification 0665.			
Implementation Date:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
Xoserve preferred solution option:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
DSG preferred solution option:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
Publication of consultation response:	<input checked="" type="checkbox"/> Publish		<input type="checkbox"/> Private	

E2: Xoserve's Response

Xoserve Response to Organisations Comments:	<p>Thank you for comments.</p> <p>Your response and preference will be fed back to ChMC meeting ahead of the change being voted on.</p>
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Section D: High Level Solution Options (Part B)

D1: Solution Options

<p>Solution Option Summary:</p>	<p>The High Level Solution Option (HLSO) for this change is available and can be found here:</p> <p>LINK TO THE HLSO</p> <p>This HLSO is for Part B of the XRN4871 change which looks to deliver the enduring solution. It outlines one solution option to deliver the requirements of the change.</p> <p>To summarise, this option seeks to automate the solution to have a two tier Ratchet Regime (for Class 1 as per existing arrangements and Class 2 for the new calculation). It will deliver the Class 2 Ratchet calculation automatically within the UK Link system and populate it on the Capacity Invoice and within the ZCS and CZI supporting files.</p> <p>It will also make the Network Designation flag visible in DES against MPRNs the Transporters have selected. This will make Users aware that a site is Network Designated and cannot move out of Class 1 as long as the flag remains against the site.</p> <p>This change will additionally reclassify a Network Designated site via a system generated SPC file (Class Change file) and allow for the cancellation of offers on these sites for anything other than a Class 1.</p> <p>Part A will deliver the minimum scope for this change and has been approved within Minor Release Drop 5 (September 2019). As detailed within this section, Part B seeks to put in place the enduring solution which is as automated as possible.</p> <p>Please note, this HLSO details the system changes for Part B only as Part A efforts have already been published and approved by Change Managers.</p> <p>The link to the Change Proposal can be found here</p>
<p>Xoserve preferred option: (including rationale)</p>	<p>As there is one option for the delivery of the enduring solution, Xoserve recommends progression with this option.</p> <p>It will deliver the requirements of XRN4871 and modification 0665 within an enduring solution.</p>
<p>DSG preferred solution option: (including rationale)</p>	<p>No preference has been provided by DSG representatives at this stage but the HLSO is on the agenda for discussion at the meeting on 15 July 2019.</p>

Consultation closeout:	26/07/2019
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Impact on Service Line(s) and funding (A6) for each Solution Option:	From an initial assessment, we do not believe a new Service Line is required for this change. It is believed that the existing Service Line ASGT-CS SA7-17 Notification of ratcheted Supply Point Capacity is appropriate.
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E1: Organisation's preferred solution option

User Contact Details:	Organisation:	Gazprom	
	Name:	Alison Neild	
	Email:	alison.neild@gazprom-energy.com	
	Telephone:	01618290039	
Organisation's preferred solution option, including rationale taking into account costs, risks, resource etc.	Supportive of Option 1. Approved		
	<p>HLSO raises the following solution queries to be resolved during detailed design.</p> <p>(1) (a) Will the LDZ Exit Capacity Charge (ECN) ONLY be within the RAT and PRN files? (b) Will the following process from PART A be enduring?</p> <ul style="list-style-type: none"> • ECN charge will be incorporated within the ZCA – Customer Ratchet Charge. The ECN rate will therefore not be visible within the file format but included within the invoice charge. • The charges will NOT be in the ZCS or CZI files, but will be manually calculated the charge and raise it via a Request to Bill (RTB) as an INR Invoice which will be issued via the IX • Supporting information for Class 2 Ratchet charges will be sent via email and based on a Ratchet Drilldown report the CDSP will use to calculate the Ratchet charges. <p>(2) Please confirm the that communication to the current shipper at the point where the network designate a site as Class 1 is still via email to the Contract Manager (as per PART A), aided by the new report (being developed in PART B).</p> <p>(3) Would the ND flag on DES be available in community view as well as portfolio view?</p> <p>(4) File format to be used to inform shippers of cancelled open nominations.</p> <p>(5) Is the appeal process to remain manual?</p>		
Implementation Date:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer

Xoserve preferred solution option:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer
DSG preferred solution option:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer
Publication of consultation response:	<input checked="" type="checkbox"/> Publish		<input type="checkbox"/> Private

E2: Xoserve's Response

Xoserve Response to Organisations Comments:	Thank you for your comments. Your questions are quite specific, and will be addressed during the detailed design phase of the change.
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E1: Organisation's preferred solution option

User Contact Details:	Organisation:	Northern Gas Networks		
	Name:	Helen Chandler		
	Email:	HChandler@NorthernGas.co.uk		
	Telephone:	07580704123		
Organisation's preferred solution option, including rationale taking into account costs, risks, resource etc.	<p>We agree that Xoserve should proceed with the solution proposed to automate as much as possible for the new two-tier Ratchet Regime, including new reports to identify Network Designated and newly confirmed sites.</p> <p>Regarding the calculation of a Network Designated site's SHQ, NGN will be able to provide the CDSP with both the SOQ and SHQ.</p>			
Implementation Date:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
Xoserve preferred solution option:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
DSG preferred solution option:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
Publication of consultation response:	<input checked="" type="checkbox"/> Publish		<input type="checkbox"/> Private	

E2: Xoserve's Response

Xoserve Response to Organisations Comments:	Thank you for your comments.
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E1: Organisation's preferred solution option

User Contact Details:	Organisation:	Orsted		
	Name:	Lorna Lewin		
	Email:	lolew@orsted.co.uk		
	Telephone:	02074511974		
Organisation's preferred solution option, including rationale taking into account costs, risks, resource etc.	we support the proposed solution by Xoserve, but please can you confirm if a PRN still be received each time a site breaches and will it give indication of what the rate should be based on the SOQ?			
Implementation Date:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
Xoserve preferred solution option:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
DSG preferred solution option:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
Publication of consultation response:	<input checked="" type="checkbox"/> Publish		<input type="checkbox"/> Private	

E2: Xoserve's Response

Xoserve Response to Organisations Comments:	Thank you for your comments. Currently, the provisional SOQ details, and the rates they attach, are identified in the PRN. It is not expected to be amended. The ratchet multipliers are not included within the PRN or RAT files.
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E1: Organisation's preferred solution option

User Contact Details:	Organisation:	npower Ltd		
	Name:	Richard Vernon		
	Email:	richard.vernon@npower.com		
	Telephone:	07825608088		
Organisation's preferred solution option, including rationale taking into account costs, risks, resource etc.	Fully supportive that designate supply points that fall into Settlement Class 2 should be subject to Class 1 Ratchet charges.			
Implementation Date:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
Xoserve preferred solution option:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
DSG preferred solution option:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	

Publication of consultation response:	<input checked="" type="checkbox"/> Publish	<input type="checkbox"/> Private
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E2: Xserve' s Response

Xoserve Response to Organisations Comments:	Thank you for comments.
	Your response and preference will be fed back to ChMC meeting ahead of the change being voted on.

E1: Organisation's preferred solution option

User Contact Details:	Organisation:	ScottishPower		
	Name:	Claire Roberts		
	Email:	Clairelouis.Roberts@ScottishPower.com		
	Telephone:	01416145930		
Organisation's preferred solution option, including rationale taking into account costs, risks, resource etc.	Only 1 solution option proposed.			
Implementation Date:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
Xoserve preferred solution option:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
DSG preferred solution option:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer	
Publication of consultation response:	<input checked="" type="checkbox"/> Publish		<input type="checkbox"/> Private	

E2: Xoserve' s Response

Xoserve Response to Organisations Comments:	Thank you for comments.
	Your response and preference will be fed back to ChMC meeting ahead of the change being voted on.

Section F: Approved Solution Option

F1: Approved Solution Option

XRN Reference:	XRN4871 (Part A)
Solution Details:	Revised Ratchet Regime being applicable to Class SMPs with Manual Intervention (Option 2)
Implementation Date:	17/08/2019
Approved By:	Change Management Committee – approved to enter Minor Release Drop 5; the implementation for MiR Drop 5 is indicative, and not confirmed yet.
Date of Approval:	12/06/2019

F2: Approved Solution Option

XRN Reference:	XRN4871 (Part B)
Solution Details:	Revised Ratchet Regime being applicable to Class 2 SMPs
Implementation Date:	26/06/2020
Approved By:	Change Management Committee
Date of Approval:	07/08/2019

Section G: Change Management Committee (ChMC) Change Pack Summary


Communication Detail

Comm Reference:	2268 - RJ - DA
Comm Title:	XRN4871 - Modification 0665 – Changes to Ratchet Regime
Comm Date:	19/03/2019

Change Representation

Action Required:	For review
Close Out Date:	27/03/2019

Change Detail

Xoserve Reference Number:	XRN4871 - Modification 0665 – Changes to Ratchet Regime
Change Class:	Functional Change
ChMC Constituency Impacted:	Shipper Users
Change Owner:	David Addison David.Addison@xoserve.com 0121 623 2752 / Mobile 07428559800
Background and Context:	<p>Modification 0665 – ‘Changes to Ratchet Regime’ has been raised and seeks to amend the current Ratchet Charging Arrangement and it allows Transporters to designate Supply Points (Network Designated) that should, in addition to existing mandatory Class 1 Supply Points, be subject to existing Ratchet Charges. Class 2 Supply Meter Points will be subject to a lesser Ratchet Charge.</p> <p>Change Proposal XRN4871 has been raised to deliver the system requirements set out within this modification. Attached for reference:</p> <div style="text-align: center;">  xrn4871.pdf </div> <p>Due to the proposed timescales and the requirement to implement the changes by 01 October 2019, the Change Proposal has been raised ahead of the modification being officially approved. To confirm, Panel approval is expected in March and an Ofgem decision in April.</p>

	This Change Pack seeks to solicit views from the industry regarding the approach for this change.
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Change Impact Assessment Dashboard (UK Link)

Functional:	Supply Point Administration and Invoicing
Non-Functional:	N/A
Application:	SAP ISU
User:	Shipper
Documentation:	N/A
Other:	N/A

Files				
File	Parent Record	Record	Data Attribute	Hierarchy or Format Agreed
N/A	N/A	N/A	N/A	N/A

Change Design Description

Modification 0665 – “Changes to Ratchet Regime” has been raised and seeks to amend the current Ratchet Charging Methodology to create a two tier Charging Regime. The higher charge will be applied to existing mandatory Class 1 Supply Points and also to Supply Meter Points that the Transporters designate ‘as subject to the Class 1 Ratchet Charging Arrangements’ where ‘safeguards around accurate capacity declarations’ are necessary. This ‘Class 1 Ratchet Regime’ reflects the existing charging arrangements in terms of composition of the Ratchet Charges and the Ratchet Multiplier remains as is.

The lesser charge will be applied to Supply Meter Points where the Networks do not consider that these safeguards are necessary. The composition of the Ratchet Charges is slightly amended, and has a lower Ratchet Multiplier.

In summary the requirements for the CDSP are:

- Implementation of an amended Ratchet Charging Arrangement applicable for Daily Metered Supply Meter Points that are not Network Designated. [Class 2 Ratchet Charge].
- A mechanism is required to flag in UK Link where a Network has designated a Supply Meter Point which should be subject to the existing [Class 1] Ratchet Charge. These will then be subject to the ‘Class 1 Requirement’ in UNC.
- When a Supply Meter Point has been Network Designated the CDSP shall notify the registered Shipper, and the relevant Supply Point will as soon as reasonably practicable be required to be a Class 1 Supply Point
- If a Shipper does not reclassify the Supply Point as Class 1 within 20 Supply Point Systems Business Days of the notice of Designation, then the CDSP will reclassify the site as Class 1 after so notifying the relevant Shipper and providing not less than 20 Supply Point Systems Business Days’ notice of the revised classification effective date unless the CDSP has been informed that the Supply Meter Point is unable to be Daily Read in accordance with current code requirements.

For the full details please see [modification 0665](#).

Please note that due to the tight timescales for implementation (before 01 October 2019), we are proposing that any changes to external interfaces including file formats are limited and the all associated notifications will be offline.

We are requesting industry views on the following aspects of the change solution:

- **Visibility of Network Designation to Prospective Users**

- As we are seeking to limit the scale of impacts to Users, and in particular Users who do not operate DM Supply Points, **we are NOT proposing to make this data item available to Shipper Users in SPA files** – e.g. Nomination Response (including Enquiry); Confirmation; etc.
- We would suggest that if there is a requirement to make this data item available in SPA files, that this is considered within the CSS Consequential interface changes – scheduled for 2021

If the industry believes that Prospective Users need to have visibility of the Network Designation, potential options could be:

- Changes to DES
 - This is not recommended as the change may be precluded by the timescales.
- Addition to API services
 - This would be the preferred option if visibility was required but would need to be assessed.
- Other options from the industry are welcomed for consideration.

- **Rejection of Nomination / Confirmation (including Reconfirmation) / Class Change**

- If a site is Network Designated it must be Class 1, any relevant transactions will need to be rejected, such as:
 - Nomination
 - Confirmation
 - Class Change
- We would propose that **we use the existing Rejection Code CLS00002 – “Supply meter point should be Class 1”**. This code is used for the above processes already.
- Shippers need to consider if this rejection will cause exceptions within their systems as the site will not meet the current Class 1 requirements.
- Other options from the industry are welcomed for consideration.

- **Outstanding Offers and Inflight Change of Shipper / Capacity Revision**

- The industry needs to consider where a Supply Meter Point gets set to Network Designated but has an outstanding offer or an accepted confirmation:
- Outstanding Offer on a Network Designated site which has a Class other than Class 1
We could:
 - Invalidate Offer
 - Reject the Confirmation where the Shipper attempts to confirm an Offer on a Network Designated Supply Meter Point
 - Allow Offer to continue, but oblige Shipper to reclassify the SMP

- Accepted Confirmation on a Network Designated site which has a Class other than Class 1

We propose to allow Confirmation to progress, but oblige Shipper to reclassify the SMP

- Other options from the industry are welcomed for consideration.

- **New Ratchet Charging Arrangement**

- The current Ratchet Charge includes the **ZRA – Customer Ratchet Charge** and the **SRA – SOQ Ratchet Charge**
- The new Ratchet Charge for Class 2 sites will also include the **ECN – Exit Capacity LDZ Charge**. This is planned to be incorporated into the ZRA Charge for Class 2 Ratchets only
 - This appears on the CAZ Invoice and ZCS Supporting information
 - The **RT_109_CAP_RATCHET_CHARGE_DETAIL** record has the **RATCHET_PREMIUM** value which we expect will be populated differently between Class 1 and Class 2 Ratchets. This needs to be considered by Shippers.

Whilst this approach does eliminate specific file changes to UK Link Users, it is acknowledged that for Users who are active in the DM SMP market, that these changes MAY require system or process changes to these Users. Users are invited to provide alternative solution options for consideration.

We are asking Users to consider and provide their views on this change and the proposed approach / options.

Associated Changes

Associated Change(s) and Title(s):	Modification 0665 – Changes to Ratchet Regime
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DSG

DSG discussion date:	18/03/2019
Any further information:	The options were discussed, and whilst it is acknowledged that this was done within the meeting and attendees were not afforded preparation time, the options presented were recognised as being pragmatic. DSG members agreed with the approach to issue an extraordinary Change Pack to solicit wider industry views on the proposed approach, noting a shortened response timescale.

Implementation

Target Release:	July Minor Release
Status:	TBC

Please see the table below for representation comments template; responses to uklink@xserve.com

Section H: Representation Response

User Name:	Kirsty Dudley
User Contact:	07816 172 645 Kirsty.Dudley@eonenergy.com
Representation Status:	N/A
Representation Publication:	<Publish>
Representation:	<p>Reviewing the proposal our observations are as follows:</p> <ul style="list-style-type: none"> • This approach doesn't impact as many flows as we had anticipated, we want to ensure that all flows have been reviewed to ensure no 'surprise' tweaks at a later date as it evolves through the change process • It is sensible to create new rejection codes for this • We raised to the proposer our concerns at 40WDs and we would still prefer 60WD but we are happy to align with the approved mod
Target Release Date:	We would prefer a major release however the dates are to be aligned to those approved in in the modification (subject to approval)
Xoserve Response:	<p>Thank you for your comments. Please see below our responses:</p> <ul style="list-style-type: none"> • In terms of file flows, our intention is to keep the changes to a minimal and make no structural amendments. As the options and assumptions stipulated within this Change Pack are from an initial assessment only, the change must go through detailed design to confirm the final solution and the impacts to Users. • Due to the timescales associated with this change, we are proposing to re-utilise an existing rejection code to minimise the changes for Users since initial analysis suggests we have a code that would sufficiently describe the reason for this rejection. This approach has been ratified by DSG. It was suggested that we consider creating a new rejection code as an enduring solution (this would not be for the first year implementation). • As modification 0665 has been approved by Ofgem, we will deliver the solution as stipulated within the modification and aim for an aligned implementation date.

User Name:	Richard Pomroy, Wales & West Utilities Ltd
User Contact:	Richard.Pomroy@wwutilities.co.uk 029 2027 8552 07812 973337
Representation Status:	N/A
Representation Publication:	Publish
Representation:	<p>We note the desire to implement this by 1st October 2019 which was clear from the consultation responses. This will inevitably mean that it is implemented in a way that causes least change to processes. This leads to the possibility that further change proposals will be raised to amend the solution at a later date.</p> <p>This change is funded by DNs and NTS. Our view is that DNs and NTS should not be required to fund future changes that incur costs due to reworking the solution if those changes could have been implemented in the initial implementation had a different implementation date been proposed.</p> <p>These costs should be funded by Shippers as they are the party benefiting from an early implementation date.</p>
Target Release Date:	See above comments on the risk of additional avoidable costs being incurred by implementing a minimum change solution for October 2019 compared to a more complete package in a later release.
Xoserve Response:	<p>Thank you for your comments regarding the funded arrangements for any future associated changes.</p> <p>We have noted this and will make Change Managers aware of this view.</p>

User Name:	Louise Hellyer, Andrew Green
User Contact:	Louise Hellyer Louise.hellyer@totalgp.com 01737 275638
Representation Status:	Support
Representation Publication:	Publish
Representation:	<p><i>Visibility of Network Designation to Prospective Users</i></p> <ul style="list-style-type: none"> We are comfortable that the sites are not flagged in SPA files; assuming the list of sites is reasonably small. If the number were to grow significantly then a different approach may be needed. There is also some concern that this approach is out of synch with the method given for interruptible sites, but is a pragmatic approach to get this progressed. Following that we would therefore support the inclusion of the information within the later CSS to align it more with how interruptible sites are captured and to give better longevity. One small concern is around recipients, it would be important to ensure that the list is maintained and therefore a “no Change” email could be sent in situations where the report should be issued but that the shipper had no actions to be taken. We need to avoid a new site being added in Oct20 and not being picked up as the email was sent to an old recipient. This could also happened for Sites that no longer qualify. To understand the customer communications would there be anything being sent to them from the Network to understand the requirement for the siteworks to get a datalogger installed (in the current world AMR would not be adequate for a SPC1 site)? <p><i>Rejection of Nomination / Confirmation (including Reconfirmation) / Class Change</i></p> <ul style="list-style-type: none"> Although this rejection code suggested is not ideal and could generate some internal confusion we do not believe it will cause system issues. We also believe that the potential confusion can be managed reasonably easily internally. <p><i>Outstanding Offers and Inflight Change of Shipper / Capacity Revision</i></p> <ul style="list-style-type: none"> Our preference would be for outstanding and inflight actions to continue to complete and then require processing. We believe that if this is not the case the customer could be adversely affected as they may not register for supply on the start of their contract opening them up to potential out of contract rates at their current supplier. This could also be the case of charges related to capacity revisions and being subject to incorrect rates for longer than required. <p><i>New Ratchet Charging Arrangement</i></p> <ul style="list-style-type: none"> With invoicing the proposed method where the file format is not changed is fine. The key is no change in structure; how the value/rate is made up is something that we can work with internally.
Target Release Date:	We are comfortable with the target release date.
Xoserve Response:	Thank you for your comments. Please see below our responses:

	<p><i>Visibility of Network Designation to Prospective Users</i></p> <ul style="list-style-type: none"> • Thank you for confirming you are comfortable with the Network Designated visibility. • In terms of your concern, we will look to develop a suitable communications process which should provide the relevant parties with the required details. At this stage we are unable to confirm exactly how this will work but we will take into consideration your comments when this is looked at in detail. • As a Class 1 site under current UNC Code rules it would be the responsibility of the Transporter to install Daily Read Equipment and as part of the install process, it is assumed that the Transporters will trigger this reinstallation accordingly. We will ensure this is included within the process development. <p><i>Rejection of Nomination / Confirmation (including Reconfirmation) / Class Change</i></p> <ul style="list-style-type: none"> • Thank you for confirming that utilising an existing rejection code is manageable. Please note, the rejection code detailed within the Change Pack (CLS00002 – “Supply meter point should be Class 1”), was a suggestion and may not be the one re-utilised. This will be confirmed within the detailed design phase and communicated with a final Change Pack but following initial analysis it suggests we have a code that would sufficiently describe the reason for this rejection. • DSG have suggested that we consider creating a new rejection code as an enduring solution (this would not be for the first year implementation). <p><i>Outstanding Offers and Inflight Change of Shipper / Capacity Revision</i></p> <ul style="list-style-type: none"> • Thank you for confirming your preference for outstanding and inflight offers to progress. <p><i>New Ratchet Charging Arrangement</i></p> <ul style="list-style-type: none"> • Thank you for confirming you are comfortable with changes to the values/rates within file formats as long as there are no structural amendments.
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User Name:	Megan Coventry
User Contact:	Megan Coventry Megan.coventry@sse.com 02392277738 (Name, Email, Telephone)
Representation Status:	Support
Representation Publication:	Publish
Representation:	We support this change to deliver the system requirements toward implementation of modification 0665 'Changes to Ratchet regime'.
Target Release Date:	We support implementation as part of the July Minor release.
Xoserve Response	Thank you for comments and confirming your support.

User Name:	Npower
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User Contact:	Amie Charalambous Gas.Codes@npower.com 07917271763
Representation Status:	Approve
Representation Publication:	Publish
Representation:	We are supportive of this change.
Target Release Date:	Support target release date
Xoserve Response	Thank you for your comments and confirming your support.

Section G: Change Management Committee (ChMC) Change Pack Summary


Communication Detail

Comm Reference:	2346.8 – ER – DA
Comm Title:	XRN4871 - Modification 0665 – Changes to Ratchet Regime – Part A Detailed Design Change Pack
Comm Date:	14/06/2019

Change Representation

Action Required:	For review
Close Out Date:	28/06/2019

Change Detail

Xoserve Reference Number:	XRN4871 - Modification 0665 – Changes to Ratchet Regime – Part A Detailed Design Change Pack
Change Class:	Functional Change
ChMC Constituency Impacted:	Shipper Users
Change Owner:	David Addison David.Addison@xoserve.com 0121 623 2752 / Mobile 07428559800
Background and Context:	<p>Modification 0665 – ‘Changes to Ratchet Regime’ has been raised and seeks to amend the current Ratchet Charging Arrangement and it allows Transporters to designate Supply Points (Network Designated sites) that should, in addition to existing mandatory Class 1 Supply Points, be subject to existing Ratchet Charges. Class 2 Supply Meter Points will be subject to a lesser Ratchet Charge.</p> <p>Change Proposal XRN4871 has been raised to deliver the system requirements set out within this modification.</p> <p>Due to the proposed timescales and the requirement to implement the changes by the start of the 2019 Ratchet period (October), the delivery of the change has been split in two. Part A is the minimum scope Xoserve must implement by 1st October 2019 in order to comply with Modification 0665 and Part B is the enduring solution proposed for June 2020 release.</p> <p>For reference, attached is the initial Change Pack issued (inclusive of industry responses) which details our proposed approach for this change:</p> <div style="text-align: center;">  XRN4871 - Modification 0665 - CI </div> <p>Please note that no changes implemented within Part A will be repeated with the implementation of Part B. Part B will be the enduring solution and replace any manual workarounds implemented within Part A.</p>

	Following the receipt of approval for the proposed solution of Part A at the June ChMC, this Change Pack seeks industry approval of the detailed change design for implementation within Minor Release Drop 5.
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Change Impact Assessment Dashboard (UK Link)

Functional:	Supply Point Administration and Invoicing
Non-Functional:	N/A
Application:	SAP ISU
User:	Shipper, Transporters
Documentation:	N/A
Other:	N/A

Files				
File	Parent Record	Record	Data Attribute	Hierarchy or Format Agreed
N/A	N/A	N/A	N/A	N/A

Change Design Description

Modification 0665 – Changes to Ratchet Regime seeks to amend the current Ratchet Charging Methodology to create a two tier Charging Regime. It introduces a new Ratchet Charging Arrangement for Class 2 Supply Meter Points and retains the existing Ratchet Charging Arrangement but applies that only to Class 1 Supply Meter Points , It requires Transporters to identify Supply Points that should, in addition to mandatory Class 1 Supply Points, be subject to the existing Ratchet Charging Arrangement and therefore need to be reclassified as Class 1 by the Registered User.

The existing charge will continue to be applied to mandatory Class 1 Supply Meter Points and also to Supply Meter Points that the Transporters designate 'as subject to the Class 1 Ratchet Charging Arrangements' where 'safeguards around accurate capacity declarations' are necessary. This 'Class 1 Ratchet Regime' reflects the existing charging arrangements in terms of composition of the Ratchet Charges and the Ratchet Multiplier remains as is. A lesser charge will be applied to Class 2 Supply Meter Points and where the Transporters do not consider that these safeguards are necessary. The composition of the Class 2 Ratchet Charge is different and has a lower Ratchet Multiplier.

For the full modification details please go to the Joint Office link:
<http://www.gasgovernance.co.uk/0665>

This detailed design Change Pack stipulates how the process will work following the implementation of Part A which involves the following system changes:

- SAP ISU: Network Designated Flag added within UK Link
This will allow the CDSP to identify within the system the sites which the Transporters have assigned as Network Designated (ND) and which should be Class 1 and subject to the Class 1 Ratchet Charging Regime. Please note – within Part A, the ND flag will not be visible to Users.
- SPA Validation changes

NOM, CNF and SPC to check the ND Flag whenever there is request for class change. If the MPRN has ND Flag marked; the Shipper will be obligated to move the site to Class 1 only. If requesting for any other class; request will be rejected with existing rejection code CLS00002 - Supply meter point should be Class 1. This is to allow Shippers (or CDSP) to move ND sites which could be Class 2, 3 or 4 into Class 1. Also preventing the ND sites being moved out of Class 1.

Please note, our assessment is that these are central system changes only and should have no system impacts for Users. This assumption was ratified within the preliminary design and solution change packs however we are requesting Users to confirm this following the review of the detailed design change pack.

Alongside the above central system changes, the following manual processes require implementing:

- Offline receipt of the designated sites selected by Transporters via email
- Offline method to notify Registered and Prospective Users (Shippers) of the designated sites within their portfolio. This will be done via email
- Offline process to notify the DMSP(s) of the designated sites (one email notification when the site is designated and one once the appeals window is closed).
- Manual production of the SPC file (forced Class Change) where the CDSP has to move designated sites into Class 1 where the User has failed to do so within the defined timings.
- Offline method to notify Registered and Prospective Users of their site being forced into Class 1 by the CDSP
- Offline receipt of an appeal being raised by Shipper and method to notify the Transporter of this. The Shippers and Transporters will interface through the CDSP. This will be done via email.
- Manual creation of the Class 2 Ratchet Charges. This will be done by removing the Class 2 Ratchet charges off the current invoices and calculate these offline using the new Class 2 Charging Regime and Request To Bill (RTB) invoice them.

Below details how we would expect the process to work:

1. Network Designated sites being set

a. Transporters notify

- For 2018/2019 Ratchet year, Transporters can designate sites on any day in the 6 month period commencing from the modification implementation. From 2019/2020 Ratchet year onwards, Transporters can designate sites from 01 June up until 20 business days before 01 October.
- Transporters will notify the CDSP of their designated sites via email using the attached template:



Template - Class 1
Sites process TPD B 4

b. CDSP notify the Shipper User(s)

- The CDSP will notify the Registered and Prospective Shipper User that their site has been Network Designated and confirm that the 20 business day window has started for the site(s) to be moved into Class 1.
- The notification will be sent via email to the Shipper Contract Manager

c. CDSP apply the designation flag

- Upon receipt of the template, the CDSP will apply the Network Designation flag within UK Link. **Please note – the Network Designation flag will be applied as soon as the change has been implemented within Minor Release Drop 5 [expected August 2019]**

- Once the designation flag is applied, Users can submit an SPC to reclassify the site.

d. **CDSP notify the DMSP**

- Separate to any formal notification by Transporters to DMSPs to install Daily Read Equipment the CDSP shall provide progress notifications to the DMSPs
- One notification will be issued upon initial receipt of designated sites from Transporters. The second notification will be issued confirming the site is designated and will be moving into Class 1, this is via an existing system notification – the GCC file which is sent on a Class Change via the CNF or SPC once the request has been accepted.

e. **Appeals being raised**

- Shipper Users must email the CDSP using the template provided (attached above), to appeal any Network Designated site.
- This must be done within 20 business days of CDSP notification of the site being designated.
- The template must be populated with a reason for the appeal.
- Once received by the CDSP, this will be sent onto the Transporter for a response. The Transporter will confirm their decision via email to the CDSP who will advise the Shipper Contract Manager.
- If the appeal is rejected, the Network Designated flag will remain and the Shipper will have 20 business days from this point to move the site to Class 1.
- If the appeal is accepted, the Network Designated flag will be removed and no further action will be required.

f. **Network Designated sites being reclassified**

- Shippers are responsible for reclassifying the site to Class 1 once the Network Designation flag has been applied.
- This can be done via the SPC - SUPPLY METER POINT AMENDMENT REQUEST file or through the reconfirmation process (NOM and CNF).
- Please note that existing SPC functionality will prevail which means only one change is permitted within the file. Therefore if the SPC is used to reclassify the site, no other changes can be made within the file i.e. changes to DMSOQ or DMSHQ.
- If a Class 2 site is reclassified to Class 1 via an SPC, the current loads should remain - any changes to the DMSOQ will result in a rejection.
- If a Class 3 or 4 site is reclassified via the SPC, the DMSOQ should be based on the NDM SOQ and the SHQ will need to be assigned.
- For Shippers who would like to revisit the current site loads when the site is reclassified, they should use the reconfirmation process.
- We would like to remind Users that the capacity reduction window starts on 01 October and therefore if Users would like to assess their capacity at the same time as reclassifying a designated site, this would need to be done via the reconfirmation process with an effective date within the capacity reduction period. Where increase to capacity is requested this may result in referral and this should be factored in when shippers are nominating and confirming the sites.
- If this reclassification does not occur, the CDSP will manually create the SPC - SUPPLY METER POINT AMENDMENT REQUEST file which will reclassify the site to Class 1. For NDM sites, Xoserve will utilise the NDMSOQ as the DMSOQ. CDSP will need to derive the SHQ. Normal SHQ range (i.e. where the site shall not refer specifically due to the SHQ), is between 4 and 15.9. The SHQ will be calculated by dividing the sites SOQ by a value to be agreed by the industry which will need to be a value within this range (4 to 15.9). **Users are requested to provide their views within the consultation response on what this value should be.**

- Shippers will be notified of the reclassification through the SCR - SUPPLY METER POINT AMENDMENTS RESPONSE and the CDSP will also write to the Shipper Contract Manager and confirm this has occurred.
Please note that for a reclassification of a site via the SPC file, it will take 5 business days from the point of file processing for the class change to take affect within UK Link systems.
- Once the site has been reclassified and is within Class 1, the Network Designation flag will remain against the site and will prevent any further reclassifications to anything other than Class 1. The following rejection code will be used if a Shipper looks to reclassify a Network Designated site: CLS00002 - Supply meter point should be class 1.

g. **Treatment of existing Offers and Confirmation**

- If there is an inflight Confirmation on a site which subsequently gets Network Designated, the CDSP will let this resolve (accept, reject or expire) and following this start the notification process for the site to be reclassified to Class 1.
Please note the CDSP will not cancel inflight Confirmations as part of this change.
- If there is an inflight Offer on a site which subsequently gets Network Designated, the CDSP will not cancel this Offer, it will be left to expire or alternatively when the site is Confirmed, the Confirmation will be rejected with rejection code CLS00002 - Supply meter point should be class 1.

2. **Ratchet Charges**

- For Class 1 sites (including those that are Network Designated and have moved into Class 1), the current Ratchet charge will apply. This remains unchanged - the same rates and calculations will apply as currently within code (TPD Section G.4.7.7)
- For Class 2 sites, (including those Network Designated sites that have not moved into Class 1 yet), the new Ratchet charge will apply. This has a different rate and will include the ECN – Exit Capacity LDZ Charge which is not currently included within the Class 1 charge (new charge can be found within TPD Section G.4.7.8)
Please note, as it was agreed that no file format changes would be incorporated within Part A delivery, the ECN charge will be incorporated within the ZCA – Customer Ratchet Charge. The ECN rate will therefore not be visible within the file format but included within the invoice charge.
- An offline spreadsheet will be used to calculate the Class 2 Ratchet charges.

Please note that for Part A, there are no proposed amendments to the RAT or PRN files.

3. **Invoicing the Ratchet Charges**

- Currently the Ratchet charges are automatically generated within the UK Link system and populated on the Capacity Invoice (CAZ) and within the ZCS and CZI supporting files.
- For the new Class 2 charge, the CDSP will manually calculate the charge and raise it via a Request to Bill (RTB) as an INR Invoice which will be issued via the IX.
Please note the charges will therefore not be included within the Capacity Invoice or within the ZCS and CZI files.
- The supporting information for Class 2 Ratchet charges will be sent via email and based on a Ratchet Drilldown report the CDSP will use to calculate the Ratchet charges.
- For Part A, there are two options for the Class 1 Ratchet charges:
 - Options 1 – Remain as is and continue to automatically generate the Class 1 charges and issue this within the Capacity Invoice. This will mean Shippers receive Class 1 and Class 2 Ratchet charges within separate invoices.
 - Option 2 – Remove the Class 1 Ratchet charges from the Capacity Invoice and RTB the amount with the Class 2 charges so both Ratchet charges are within one invoice.

Please note, for Part B, the Class 2 Ratchet charges will be generated from the system and included within the Capacity Invoice.

4. New Supply Meter Points
 - a. For new Supply Meter Points, Transporters have 30 business days after the Supply Point Registration Date to select the site as Network Designated and the notification process will commence.

Please note that Part A (detailed above) is the minimum scope to enable us to comply with Modification 0665. Part B which is proposed for June 2020 Release will look to implement the enduring solution for this change.

Associated Changes

Associated Change(s) and Title(s):	Modification 0665 – Changes to Ratchet Regime
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DSG

DSG discussion date:	18/03/2019
Any further information:	The options were discussed, and whilst it is acknowledged that this was done within the meeting and attendees were not afforded preparation time, the options presented were recognised as being pragmatic. DSG members agreed with the approach to issue an extraordinary Change Pack to solicit wider industry views on the proposed approach, noting a shortened response timescale.

Implementation

Target Release:	Minor Release Drop 5 [August 2019]
Status:	For Approval

Section H: Representation Response

H1: Change Representation

(To be completed by User and returned for response)

User Contact Details:	Organisation:	Gazprom Energy
	Name:	Alison Neild
	Email:	alison.neild@gazprom-energy.com
	Telephone:	01618290039
Representation Status:	<p>In support of the PART A solution being implemented on 17/8/19.</p> <p>Preferred Options</p> <p>Normal SHQ range (i.e. where the site shall not refer specifically due to the SHQ), is between 4 and 15.9. The SHQ will be calculated by dividing the sites SOQ by a value to be agreed by the industry which will need to be a value within this range (4 to 15.9). Our preference is 4.</p> <p>Class 1 Ratchet charges. Our preference is Option 1 - Remain as is</p>	
Representation Publication:	Publish	
Representation Comments:	<p>Please can you provide clarity on the following points:</p> <p>(1) Please confirm we have understood the timelines for the notification correctly as follows (has been taken from combination of the MOD and CP)</p> <ul style="list-style-type: none"> • Initial setting - 29th March 2019 (MOD approval) to 3rd September 2019. • Enduring New supply - 30 Business Days from Supply Point registration date • Enduring Existing supply (material consumption/capacity change) 1st June – 20 Business days before 1st October each year. <p>(2) When will shippers start to receive notifications as per the initial settings above? Will this be in one go, by transporter, or drip fed as they are known.</p> <p>(3) In terms of the DMSP element to the process. Please can it be confirmed</p> <ul style="list-style-type: none"> • How customer contact data will be gained to arrange any 	

	<p>necessary site visits.</p> <ul style="list-style-type: none"> • What if this cannot be achieved in 20 business days due to availability, kit installation timelines, customer refuses etc. Particularly if the site is currently class 4 and may not have daily read capability. • When does the DMSP start their process? Is this on receipt of the first notification or the second? As the second notification (being the SPC file) needs only a 5 working day window. <p>(4) Please could you provide an indication of expected volume of sites that would need to be designated Class 1, which are currently Class 2, 3 or 4. Is there already a view of which sites these are? If so, some pre-preparation could begin now</p> <p>(5) Are IGT sites included?</p> <p>(6) Is there a cost incurred to the shipper if the class change is a forced re-classification?</p> <p>(7) Where a designated site is currently Class 3 and 4 will the ratchet charge 12 month soft landing still prevail?</p> <p>(8) Please confirm there is no change to the PRN/RAT files and process for Class 2 sites</p>	
<p>Confirm Target Release Date?</p>	<p>Yes</p>	<p>«h1_userDataAlternative»</p>

H1: Xoserve' s Response

<p>Xoserve Response to Organisations Comments:</p>	<p>Thank you for your comments and support. We have taken note of your preference in terms of the invoicing option and the proposed value to calculate the SHQ. This will be discussed at ChMC in June.</p> <p>In terms of your outstanding queries, please see below the Xoserve reponses:</p> <p>(1) Please confirm we have understood the timelines for the notification correctly as follows (has been taken from combination of the MOD and CP)</p> <ul style="list-style-type: none"> • Initial setting - 29th March 2019 (MOD approval) to 3rd September 2019. <p>Our understanding of the modification legal text is that the Transporters will have 6 month's from the modification implementation date to designate any Class 2, 3 or 4 sites as network designated.</p> <ul style="list-style-type: none"> • Enduring New supply - 30 Business Days from Supply Point registration date <p>Yes, this is as per our understanding</p> <ul style="list-style-type: none"> • Enduring Existing supply (material consumption/capacity change) 1st June – 20 Business days before 1st October each year. <p>Yes, this is as per our understanding</p> <p>(2) When will shippers start to receive notifications as per the initial settings above? Will this be in one go, by transporter, or drip fed as they are known.</p> <p>Once Xoserve start to receive the sites which the Transporters have identified as network designated we will notify the the relevant Shipper Users. The template detailed within the Change</p>	
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	<p>Pack will be used to display the MPRNs which have been designated. This same template should be used by Shippers if any appeals wish to be raised.</p> <p>(3) In terms of the DMSP element to the process. Please can it be confirmed</p> <ul style="list-style-type: none"> • How customer contact data will be gained to arrange any necessary site visits. <p>This should be managed as per the normal process when a site changes to Class 1 between Shippers, DMSPs and Transporters.</p> <ul style="list-style-type: none"> • What if this cannot be achieved in 20 business days due to availability, kit installation timelines, customer refuses etc. Particularly if the site is currently class 4 and may not have daily read capability. • When does the DMSP start their process? Is this on receipt of the first notification or the second? As the second notification (being the SPC file) needs only a 5 working day window. <p>The CDSP notifications to the DMSP are separate to the formal notification by Transporters to DMSPs to install Daily Read Equipment. The first notification detailed in the Change Pack is an early awareness and the second notification is as per current processes whereby the DMSP receives a file (GCC) when there is a site Class change. The DMSPs will start their processes following confirmation from the Transporters (as per current process).</p> <p>(4) Please could you provide an indication of expected volume of sites that would need to be designated Class 1, which are currently Class 2, 3 or 4. Is there already a view of which sites these are? If so, some pre-preparation could begin now</p> <p>As it is up to the Transporters to select sites within their network as designated, at this stage, Xoserve are unaware of the expected volumes. Once we receive visibility of the sites, we will notify the relevant Shipper Users.</p> <p>(5) Are IGT sites included?</p> <p>No, IGT sites are not included within this change.</p> <p>(6) Is there a cost incurred to the shipper if the class change is a forced re-classification?</p> <p>There is no individual cost incurred by Shippers where a forced re-classification occurs. The solution effort for the CDSP to manually re-classify a site via the SPC file was incorporated into the HLSO cost and will be delivered as part of the change.</p> <p>(7) Where a designated site is currently Class 3 and 4 will the ratchet charge 12 month soft landing still prevail?</p> <p>Yes this is correct, the 12 month soft landing will prevail for any Class 3 or 4 site which is network designated and moves into Class 1.</p> <p>(8) Please confirm there is no change to the PRN/RAT files and process for Class 2 sites</p> <p>For Part , there are no proposed amendments to the RAT or PRN files.</p>
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Please send the completed representation response to uklink@xoserve.com

H1: Change Representation

(To be completed by User and returned for response)

User Contact Details:	Organisation:	Total Gas & Power	
	Name:	Louise Hellyer	
	Email:	louise.hellyer@totalgp.com	
	Telephone:	01737275638	
Representation Status:	Support		
Representation Publication:	Publish		
Representation Comments:	<p>As a ratio for SQH/SOQ we would suggest between 8 and 10 as a standard.</p> <p>Due to timeframes of processing we should be aware that there could be situations where the request to move to 1 could have rejected and timed out not allowing the shipper to try to resolve this. Some interaction and pragmatic considerations may at times be needed in that situation.</p> <p>Regarding invoices during part A , our preference would be to have all the invoices on one file (Option 2), for this the excel backing data would need to be inline with the I09 record file format.</p>		
Confirm Target Release Date?	Yes	«h1_userDataAlternative»	

H1: Xoserve' s Response

Xoserve Response to Organisations Comments:	<p>Thank you for your comments and support.</p> <p>We have taken note of your preference in terms of the invoicing option and the proposed value to calculate the SHQ. This will be discussed at ChMC in June.</p> <p>In terms of your comment related to the different circumstances that could occur, we agree that consideration needs to be given in these cases and we intend to notify and communicate with the relevant Users as soon as possible.</p>
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Please send the completed representation response to uklink@xoserve.com

H1: Change Representation

(To be completed by User and returned for response)

User Contact Details:	Organisation:	Wales & West Utilities	
	Name:	Richard Pomroy	
	Email:	Richard.Pomroy@wwutilities.co.uk	
	Telephone:	07812973337	
Representation Status:	Publish		
Representation Publication:	Publish		
Representation Comments:	<p>Regarding f Network Designated sites being reclassified</p> <p>8 If this reclassification does not occur, the CDSP will manually create the SPC - SUPPLY METER POINT AMENDMENT REQUEST file which will reclassify the site to Class 1. For NDM sites, Xoserve will utilise the NDMSOQ as the DMSOQ. CDSP will need to derive the SHQ. Normal SHQ range (i.e. where the site shall not refer specifically due to the SHQ), is between 4 and 15.9. The SHQ will be calculated by dividing the sites SOQ by a value to be agreed by the industry which will need to be a value within this range (4 to 15.9). Users are requested to provide their views within the consultation response on what this value should be.</p> <p>WWU's view is that the ratio between 4 and 15.9 for determining the SHQ should be set by the network on a case by case basis. This process would only be used in the case that the Shipper failed in its obligation to re-classify the Supply Meter Point as Class 1 so would only be need as an exception. It is very difficult to decide on a default for this as the characteristics of the load could vary tremendously. If the value is set at 4 then it would seem to provide an opportunity for a Class 1 site to ratchet and have the SOQ ratchet to 16x the SHQ which, notwithstanding the financial impact, rather negates the purpose of moving the site to Class 1 which only occurs because of the potential impact on the network were the site to exceed its SOQ.</p>		
Confirm Target Release Date?	Yes	«h1_userDataAlternative»	

H1: Xoserve' s Response

Xoserve Response to Organisations Comments:	<p>Thank you for your comments.</p> <p>We have taken note of your preference in terms of the invoicing</p>
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	option and the proposed method to calculate the SHQ. This will need to be discussed and finalised at ChMC in June.
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Please send the completed representation response to uklink@xserve.com

H1: Change Representation

(To be completed by User and returned for response)

User Contact Details:	Organisation:	SSE	
	Name:	Megan Coventry	
	Email:	megan.coventry@sse.com	
	Telephone:	02392277738	
Representation Status:	Support		
Representation Publication:	Publish		
Representation Comments:	No comments.		
Confirm Target Release Date?	Yes	«h1_userDataAlternative»	

H1: Xoserve' s Response

Xoserve Response to Organisations Comments:	Thank you.
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Please send the completed representation response to uklink@xserve.com

User Contact Details:	Organisation:	Northern Gas Networks	
	Name:	Helen Chandler	
	Email:	HChandler@Notherngas.co.uk	
	Telephone:	07580 704 123	
Representation Status:	Publish		
Representation Publication:	Publish		
Representation Comments:	<p>Users to confirm there are no system impacts to them from introducing the Network Designation flag.</p> <p>NGN has not identified any system changes required for the introduction of the Network Designation flag, however, we will need to introduce a new Network Designation process to identify suitable MPRNs and submit the required template to the CDSP.</p>		

	<p>What should the value be (from between 4 - 15.9) that is used to divide a site's SOQ by in order to get its SHQ?</p> <p>The determination of SHQ is site specific, so we do not believe it would be appropriate to assign a default value for this calculation. Engagement with the Network would be vital, especially for sites which have an existing Network Exit Agreement (NExA).</p> <p>In the interim - should (Opt 1) C1 ratchet charges remain as they are (meaning 2 invoices issued) or (Opt 2) should they be removed from the capacity invoice and included with the C2 ratchet charges within an RTB request (both charges within 1 invoice)?</p> <p>We believe that option 1 is the more appropriate option as the enduring solution (Part B) will have the Class 2 ratchet charges included within the Capacity Invoice. We see no benefit in changing the existing mechanism for the Class 1 ratchet charges if it is only to return to the original process in the future. Confirm Target</p>	
Confirm Target Release Date?	Yes	«h1_userDataAlternative»

H1: Xoserve' s Response

Xoserve Response to Organisations Comments:	Thank you for your comments; we'll ensure they are considered at Change Management Committee in July
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Section G: Change Pack

G1: Communication Detail

Comm Reference:	2489.16 - RT - PO
Comm Title:	XRN4871B – Modification 0665 - Changes to Ratchet Regime
Comm Date:	18/11/2019

G2: Change Representation

Action Required:	For representation
Close Out Date:	02/12/2019

G3: Change Detail

Xoserve Reference Number:	4871B
Change Class:	Functional System and File Format Changes
ChMC Constituency Impacted:	Shippers Users
Change Owner:	Ellie Rogers Ellie.rogers@xoserve.com
Background and Context:	<p>Please use page 61 onwards (with the updated Section G initially issued out 14/04/2020) for the final design for XRN4871B.</p> <p>UNC modification 0665 has been raised and was implemented 01 July 2019. The modification has two purposes:</p> <ol style="list-style-type: none"> 1. It amends the current Class 2 Ratchet Charging Arrangement 2. It allows Distribution Network Operators (DNO) to identify Supply Meter Points that should, in addition to mandatory Class 1 Supply Points, be subject to the existing Class 1 Ratchet Charging Arrangement <p>Change Proposal XRN4871 was raised to deliver the system requirements set out within this modification.</p> <p>https://www.xoserve.com/change/change-proposals/xrn-4871-modification-0665-changes-to-ratchet-regime/</p> <p>Due to the timescales set out within the modification, the delivery of XRN4871 was agreed by ChMC to be split into Part A and Part B.</p> <p>XRN4871 Part A</p>

	<p>Part A of XRN4871 was delivered within Minor Release Drop 5 (September 2019) and included the minimum scope to comply with modification 0665. To confirm, the minimum scope encompassed the following elements and has been provided for information only and is not subject to this Change Pack:</p> <ul style="list-style-type: none"> • <i>Network designated flag added within UK Link For CDSP visibility only to identify within the system which sites the DNO have assigned network designated.</i> • <i>SPA Validation changes To allow Shippers (or CDSP) to move network designated sites which could be Class 2, 3 or 4 into Class 1. Also preventing the sites being moved out of Class 1 whilst they are network designated</i> • <i>Manual forced Class Change process Allow the CDSP to manually move network designated sites into Class 1 if the period for Shippers to do so elapses.</i> <p>Please note the above was successfully delivered within Minor Release Drop 5</p> <p><u>XRN4871 Part B</u> Part B of XRN4871 seeks to deliver the enduring solution and encompasses the following elements:</p> <ul style="list-style-type: none"> • Automated calculation and issue of Class 2 Ratchet invoices • Automated forced Class change • Visibility of network designated sites within Data Enquiry Service (DES) and file formats <p>For the full modification 0665 details, please see the link to the Joint Office website: https://www.gasgovernance.co.uk/0665</p>
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G4: Change Impact Assessment Dashboard (UK Link)

Functional:	Supply Point Administration and Ratchet Billing
Non-Functional:	No Impact
Application:	SAP ISU, BW, DES, SAP PO
User(s):	Shipper Users Distribution Network Operators (DNOs)
Documentation:	File Formats – see below
Other:	None

Files				
File	Parent Record	Record	Data Attribute	Hierarchy, Format or Record Agreed

NMR	N/A	S59	NETWORK_DESIGNATED Indicator	Record
NMR, NRF, SNR	N/A	S21	NETWORK_DESIGNATED Indicator	Record
NMR, NRF, SNR	N/A	S64	NETWORK_DESIGNATED Indicator	Record
SCR	N/A	X09	NETWORK_DESIGNATED Indicator	Record
CRF, CFR	N/A	S07	NETWORK_DESIGNATED Indicator	Record
SCR, CFR	N/A	S05	NETWORK_DESIGNATED Indicator	Record
TRF, TRS	N/A	S15	NETWORK_DESIGNATED Indicator	Record

G5: Change Design Description

The proposed changes to be delivered within XRN4871B are as follows:

- Automated calculation and issue of Class 2 Ratchet invoices
- Automated force Class Change
- Visibility of network designated sites within Data Enquiry Service (DES) and file formats

Automated calculation and issue of Class 2 Ratchet Invoices

For Class 1 sites (including those that are network designated and have moved into Class 1), the current Ratchet charge will continue to apply. This remains unchanged - the same rates and calculations will apply as currently within code (TPD Section G.4.7.7).

For Class 2 sites, (including those network designated sites that have not moved into Class 1 yet), the new Ratchet charge will apply. This has a different rate and will include the ECN – Exit Capacity LDZ Charge which is not included within the Class 1 charge (new charge can be found within TPD Section G.4.7.8)

Please note, the Class 2 Ratchet Charge detailed within UNC TPD Section G.4.7.8 was implemented within XRN4871 Part A, however this is currently delivered via a manual solution/process.

XRN4871 Part B will deliver the automated solution whereby the Ratchet charges will be generated from the system and included within the Capacity Invoice.

For a Class 1 and Class 2 Supply Meter Point, when the UDQO exceeds the DMSOQ, the difference between the UDQO and DMSOQ is used as the quantity to calculate the Ratchet Charges until it reaches the PMSOQ.

Currently, there are two Ratchet Charge Types for both Class 1 and Class 2 Supply Meter Points:

- Customer Capacity Ratchet (ZRA)
- LDZ Capacity Ratchet (SRA)

XRN4871 Part B introduces a new calculation formula for Class 2 Ratchets which will include the addition of a new line item and Charge Types the ECN Charge.

Please use page 61 onwards (with the updated Section G initially issued out 14/04/2020) for the final design for XRN4871B.

~~There will be two new Charge Types created and added to the Comprehensive Invoices Charge Types list:~~

- ~~1. ERA – ECN RATCHET CHARGE
This is under the GAZ – CORE CAPACITY INVOICE and will be included within the Class 2 Ratchet charge~~
- ~~2. ERD – ECN RATCHET ADJ
This is under the AMS – CORE AMENDMENTS and will be used if an adjustment to the ECN Ratchet charge is required.~~

~~Please see a link to the attached the updated Comprehensive Invoices Charge Types list for Shippers and each DNO for review and approval:~~

~~<https://www.xoserve.com/media/7667/comprehensive-invoices-charge-types-shippers-v5fa.pdf>~~

~~<https://www.xoserve.com/media/7664/xoserve-comprehensive-invoices-charge-types-tgt-v3fa.pdf>~~

~~<https://www.xoserve.com/media/7665/xoserve-comprehensive-invoices-charge-types-gt-5-v3fa.pdf>~~

~~<https://www.xoserve.com/media/7666/xoserve-comprehensive-invoices-charge-types-gt-4-v3fa.pdf>~~

~~<https://www.xoserve.com/media/7668/xoserve-comprehensive-invoices-charge-types-gt-3-v3fa.pdf>~~

~~<https://www.xoserve.com/media/7669/xoserve-comprehensive-invoices-charge-types-gt-2-v3fa.pdf>~~

The PRN – Provisional Ratchet Notification and RAT – Ratchet Notification files are sent to the Shippers with the Ratchet quantity and applicable Capacity and Commodity rates for both Class 1 and Class 2 sites. **Please note the PRN and RAT files will continue to be sent as per the current process and no changes to these files are required as part of XRN4871 implementation.**

For Class 2 sites the Ratchet charges will be calculated as, Supply Point Ratchet Charge = LDZ Capacity Ratchet Amount (SRA line item) + Customer Capacity Ratchet Amount (ZRA line item) + LDZ Exit Capacity NTS (ECN) Ratchet Amount (ERA line item). The charge items are detailed below.

1. LDZ Capacity Ratchet Amount (SRA) = (LDZ Capacity Charge after ratchet applied * Ratchet Period/Days in Year) – (LDZ Capacity Charge that would be applicable immediately prior to the charge * Ratchet Period/Days in Year).
2. Customer Capacity Ratchet Amount (ZRA) = (LDZ Customer Charge after ratchet applied * Ratchet Period/Days in Year) – (LDZ Customer Charge that would be applicable immediately prior to the charge * Ratchet Period/Days in Year)

3. LDZ Exit Capacity NTS (ECN) Ratchet Amount(ERA) = (LDZ Exit Capacity NTS (ECN) Charges after ratchet applied * Ratchet Period/Days in Year) – (LDZ Exit Capacity NTS(ECN) Charge that would be applicable immediately prior to the charge* Ratchet Period/Days in Year).

For the above calculation:

Capacity Ratchet charge = (SOQ) *(365/100) *(capacity constant1)*(SOQ)^{((-1)*Capacity Constant2)}

Exit Capacity Charge, ERA = (SOQ)*(ECN price amount)*365/100

Please note, to calculate the Capacity Charge before and after the Ratchet, the Pre-Ratchet and Post-Ratchet SOQ will be used in the above formula.

For the IGT sites, the ZRA charges are not calculated within the current process. Please note, this will continue and is not proposed to change as part of this XRN therefore for the Class 2 IGT sites will only have SRA and ERA charges will be applied.

Please note that following the implementation of XRN4871 Part B, all Ratchet charges (both Class 1 and Class 2 DNO sites) will be automatically generated within the UK Link system and populated on the Capacity Invoice (CAZ) and within the ZCS and CZI supporting files.

Automated forced Class Change of network designated sites

The process implemented within XRN4871 Part A to manage the identification and notification of network designated sites will continue. This involves the DNOs confirming the sites which should be network designated offline to the CDSP and following receipt of this, the CDSP will manually set the ND_FLAG within UK Link systems.

Please note the ND_FLAG will be applied by the CDSP upon receipt of the notification from DNOs.

The notification to Shippers will continue to be sent offline via email and the timelines and process for raising an appeal and reclassifying the network designated sites to Class 1 will continue as is.

For further details regarding network designated sites and the process around appeals and reclassification, please see modification 0665.

Please note Shippers remain responsible for reclassifying the site to Class 1 once the network designation flag has been applied.

1. This can be done via the SPC - SUPPLY METER POINT AMENDMENT REQUEST file or through the reconfirmation process (NOM and CNF).
2. Please note that existing SPC functionality will prevail which means only one change is permitted within the file. Therefore, if the SPC is used to reclassify the site, no other changes can be made within the file i.e. changes to DMSOQ or DMSHQ.
3. If a Class 2 site is reclassified to Class 1 via an SPC, the current loads should remain - any changes to the DMSOQ will result in a rejection.
4. If a Class 3 or 4 site is reclassified via the SPC, the DMSOQ should be based on the NDM SOQ and the SHQ will need to be assigned.
Please note existing soft-landing rules will apply for Class 3 and 4 sites moving into Class 1.
5. For Shippers who would like to revisit the current site loads at the time that the site is reclassified, they should use the reconfirmation process.

If the Shipper does not reclassify the network designated site within the required period, the CDSP will reclassify on their behalf. Currently this is done by the CDSP manually submitted the SPC - SUPPLY METER POINT AMENDMENT REQUEST file which will reclassify the site to Class 1.

XRN4871 Part B will introduce a functionality to change the Class of a Supply Meter Point within SAP ISU. ***This means the reclassification by the CDSP will be automated rather than a manual solution.***

1. For DM sites (Class 2) moving to Class 1, the CDSP will utilise the existing SHQ and SOQ values within the reclassification.
2. For NDM sites (Class 3 and 4) moving to Class 1, the CDSP will utilise the NDMSOQ as the DMSOQ.
3. As Class 1 Supply Meter Points need an SHQ, the relevant DNO will provide the SHQ where the CDSP is undertaking the reclassification. The relevant DNO will either provide the SHQ itself or the ratio for which the CDSP shall derive the SHQ in relation to the SHQ. This ratio will be a value in a range between 4 to 15.9)
4. Shippers will be notified of the reclassification through the SCR - SUPPLY METER POINT AMENDMENTS RESPONSE.
5. Please note that for a reclassification of a site via the SPC file, it will take 5 Supply Point System Business Days from the point of file processing for the class change to take affect within UK Link systems.
6. Once the site has been reclassified and is within Class 1, the Network Designation flag will remain against the site and will prevent any further reclassifications to anything other than Class 1. The following rejection code which was introduced within XRN4871 Part A implemented and will be used if a Shipper looks to reclassify a Network Designated site: CLS00002 - Supply meter point should be class 1.

Please be aware that the current treatment of existing Offers and Confirmation will continue:

1. If there is an inflight Confirmation on a site which subsequently gets network designated, the CDSP will let this resolve (accept, reject or expire) and following this start the notification process for the site to be reclassified to Class 1.
Please note the CDSP will not cancel inflight Confirmations as part of this change.
2. If there is an inflight Offer on a site which subsequently gets network designated, the CDSP will not cancel this Offer, it will be left to expire or alternatively when the site is Confirmed, the Confirmation will be rejected with rejection code CLS00002 - Supply meter point should be Class 1 which was introduced as part of XRN4871 Part A.

Visibility of network designated sites

Changes are proposed to Data Enquiry Service (DES) to introduce the network designated indicator.

- A network designated indicator will be visible within Shipper Community and Shipper Portfolio view in DES at a Supply Meter Point basis.
- This provides Shippers visibility of which sites have been network designated and therefore must be Class 1.

Please use page 61 onwards (with the updated Section G initially issued out 14/04/2020) for the final design for XRN4871B.

Changes are also proposed to Shipper SPA files (including Nomination Response and Confirmation) to indicate where a site has been network designated.

1. This is proposed to be displayed by a new data attribute:
NETWORK_DESIGNATED
2. It will be an Optional field and will be populated "Y" where the site has been network designated and "N" where it is not.
1. The following records are proposed to be updated to include this new data attribute. *Please note it is only the records which have been updated, no proposed changes to the hierarchies are being made, they are provided for reference only.*

Within the NMR – Nomination Response hierarchy:

1. S59 – Accept SMP Enquiry
2. S64 – Offer Details
3. S21 – SMP NOM REJ or REF

Within the NRF – Nomination Referral Response hierarchy:

4. S21 – SMP NOM REJ or REF
5. S64 – Offer Details

Within the SNR – SSMP Nomination Response

6. S64 – Offer Details
7. S21 – SMP NOM REJ or REF

Within the SCR – Supply Meter Points Amendment Response

8. X09 – Class Change Response
9. S05 – SMP Capacity Change

Within the CRS – SSMP Confirmation Response

10. S07 – Accepted Confirmation

Within the CFR – Confirmation Response

11. S07 – Accepted Confirmation
12. S05 – SMP Capacity Change

Within the TRF – Supply Meter Point Ownership Notification

13. S15 – Transfer of Ownership

Within the TRS – SSMP Transfer of Ownership

14. S15 – Transfer of Ownership

Please see links attached for the updated records for review and approval:

<https://www.xoserve.com/media/7671/x09-class-change-response-v2fa.pdf>

<https://www.xoserve.com/media/7672/shared-supply-meter-point-transfer-of-ownership-notification-template-trs-v3fa.pdf>

<https://www.xoserve.com/media/7674/s05-smp-capacity-change-v4fa.pdf>

<https://www.xoserve.com/media/7675/shared-supply-meter-point-confirmation-response-template-crs-v3fa.pdf>

https://www.xoserve.com/media/7678/s07_accepted_confirmation_v9fa.pdf

https://www.xoserve.com/media/7679/s64-offer-details-v7fa_.pdf

https://www.xoserve.com/media/7681/s59-accept-smp-enquiry-v6fa_.pdf

https://www.xoserve.com/media/7682/s15-transfer-of-ownership_v8fa.pdf

https://www.xoserve.com/media/7683/s21-smp-nom-rej-or-ref-v4fa_.pdf

Please note that the CRS and TRS have also been updated with proposed amendments as part of another change in scope of June 2020 (XRN4850). The changes to the CRS and TRS within XRN4871B and XRN4850 will be treated independently (therefore the proposed amendments for XRN4850 are not present within the attached CRS and TRS files). Once the outcome of the changes are known, the proposed amendments will be amalgamated into one version for each file ready to be set live.

G6: Associated Changes

Associated Change(s) and Title(s):	Modification 0665 – Changes to Ratchet Regime
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G7: DSG

Target DSG discussion date:	Click here to enter a date.
Any further information:	XRN4871 has previously been discussed and developed at DSG with a proposed recommended approach provided.

G8: Implementation

Target Release:	June 2020 Release
Status:	For approval

Please see the following page for representation comments template; responses to uklink@xoserve.com

Section H: Representation Response

H1: Change Representation

(To be completed by User and returned for response)

User Contact Details:	Organisation:	NGN	
	Name:	Helen Chandler	
	Email:	HChandler@northerngas.co.uk	
	Telephone:	07580704123	
Representation Status:	Support		
Representation Publication:	Publish		
Representation Comments:	We are supportive of the detailed design for the enduring solution to automate as much as possible for the new two-tier Ratchet Regime, including new reports to identify Network Designated and newly confirmed sites.		
Confirm Target Release Date?	Yes	«h1_userDataAlternative»	

H1: Xoserve' s Response

Xoserve Response to Organisations Comments:	Thank you for your representation, we will feed this into ChMC for a final decision.		
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H1: Change Representation

(To be completed by User and returned for response)

User Contact Details:	Organisation:	Npower Ltd	
	Name:	Alison Price	
	Email:	alison.price@npower.com	
	Telephone:	07557202065	
Representation Status:	Large Shipper		

Representation Publication:	Publish	
Representation Comments:	No comments	
Confirm Target Release Date?	Yes	«h1_userDataAlternative»

H1: Xoserve' s Response

Xoserve Response to Organisations Comments:	Thank you for your representation, we will feed this into ChMC for a final decision.
---	--

H1: Change Representation

(To be completed by User and returned for response)

User Contact Details:	Organisation:	Orsted
	Name:	Lorna Lewin
	Email:	lolew@orsted.co.uk
	Telephone:	02074511974
Representation Status:	Approve	
Representation Publication:	Publish	
Representation Comments:	We support the necessary changes for the enduring solution related to Class 2 ratchet charges, forced confirmation by CDSP and DES visibility.	
Confirm Target Release Date?	Yes	«h1_userDataAlternative»

H1: Xoserve' s Response

Xoserve Response to Organisations Comments:	Thank you for your representation, we will feed this into ChMC for a final decision.
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Please send the completed representation response to uklink@xoserve.com

Section G: Change Pack

G1: Communication Detail

Comm Reference:	2566.4 – MT - JR
Comm Title:	XRN4871B – Modification 0665 - Changes to Ratchet Regime
Comm Date:	14/04/2020

G2: Change Representation

Action Required:	For Representation
Close Out Date:	28/04/2020

G3: Change Detail

Xoserve Reference Number:	4871B
Change Class:	Functional System and File Format Changes
ChMC Constituency Impacted:	Shippers Users
Change Owner:	Ellie Rogers Ellie.rogers@xoserve.com
Background and Context:	<p>The detailed design Change Pack, within this change proposal, has been updated post 03 May ChMC decision on the solution design. Where a decision on the solution was made, we have highlighted this information, within this Change Proposal, in yellow text.</p> <p>UNC modification 0665 was implemented 01 July 2019 and had two purposes:</p> <ol style="list-style-type: none"> 3. It amends the current Class 2 Ratchet Charging Arrangement 4. It allows Distribution Network Operators (DNO) to identify Supply Meter Points that should, in addition to mandatory Class 1 Supply Points, be subject to the existing Class 1 Ratchet Charging Arrangement <p>Change Proposal XRN4871 was raised to deliver the system requirements set out within this modification.</p> <p>https://www.xoserve.com/change/change-proposals/xrn-4871-modification-0665-changes-to-ratchet-regime/</p> <p>Due to the timescales set out within the modification, the delivery of XRN4871 was agreed by ChMC to be split into Part A and Part B.</p>

	<p>XRN4871 Part A Part A of XRN4871 was delivered within Minor Release Drop 5 (September 2019) and included the minimum scope to comply with modification 0665. To confirm, the minimum scope encompassed the following elements and has been provided for information only and is not subject to this Change Pack:</p> <ul style="list-style-type: none"> • <i>Network designated flag added within UK Link For CDSP visibility only to identify within the system which sites the DNO have assigned network designated.</i> • <i>SPA Validation changes To allow Shippers (or CDSP) to move network designated sites which could be Class 2, 3 or 4 into Class 1. Also preventing the sites being moved out of Class 1 whilst they are network designated</i> • <i>Manual forced Class Change process Allow the CDSP to manually move network designated sites into Class 1 if the period for Shippers to do so elapses.</i> <p>Please note the above was successfully delivered within Minor Release Drop 5</p> <p>XRN4871 Part B Part B of XRN4871 seeks to deliver the enduring solution and encompasses the following elements:</p> <ul style="list-style-type: none"> • Automated calculation and issue of Class 2 Ratchet invoices • Automated forced Class change • Visibility of network designated sites within Data Enquiry Service (DES) and file formats Update following decision made at the extraordinary ChMC meeting on 3rd May. Change Managers agreed that the SPA file formats did not need to be updated to include the network designated flag as the visibility within DES is sufficient enough. <p>For the full modification 0665 details, please see the link to the Joint Office website: https://www.gasgovernance.co.uk/0665</p>
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G4: Change Impact Assessment Dashboard (UK Link)

Functional:	Supply Point Administration and Ratchet Billing
Non-Functional:	No Impact
Application:	SAP ISU, BW, DES, SAP PO
User(s):	Shipper Users Distribution Network Operators (DNOs)
Documentation:	Potential File Formats — see below
Other:	None

Files				
File	Parent Record	Record	Data Attribute	Hierarchy, Format or Record Agreed
NMR	N/A	S59	NETWORK_DESIGNATED Indicator	Record
NMR, NRF, SNR	N/A	S21	NETWORK_DESIGNATED Indicator	Record
NMR, NRF, SNR	N/A	S64	NETWORK_DESIGNATED Indicator	Record
SCR	N/A	X09	NETWORK_DESIGNATED Indicator	Record
CFR	N/A	S07	NETWORK_DESIGNATED Indicator	Record
TRF, TRS	N/A	S15	NETWORK_DESIGNATED Indicator	Record

G5: Change Design Description

The proposed changes to be delivered within XRN4871B are as follows:

- Automated calculation and issue of Class 2 Ratchet invoices
- Automated force Class Change
- Visibility of network designated sites within Data Enquiry Service (DES) ~~and file formats~~ **Update following decision made at the extraordinary ChMC meeting on 3rd May. Change Managers agreed that the SPA file formats did not need to be updated to include the network designated flag as the visibility within DES is sufficient enough.**

Automated calculation and issue of Class 2 Ratchet Invoices

For Class 1 sites (including those that are network designated and have moved into Class 1), the current Ratchet charge will continue to apply. This remains unchanged - the same rates and calculations will apply as currently within code (TPD Section G.4.7.7).

For Class 2 sites, (including those network designated sites that have not moved into Class 1 yet), the new Ratchet charge will apply. This has a different rate and will include the ECN – Exit Capacity LDZ Charge which is not included within the Class 1 charge (new charge can be found within TPD Section G.4.7.8)

Please note, the Class 2 Ratchet Charge detailed within UNC TPD Section G.4.7.8 was implemented within XRN4871 Part A, however this is currently delivered via a manual solution/process.

XRN4871 Part B will deliver the automated solution whereby the Ratchet charges will be generated from the system and included within the Capacity Invoice.

For a Class 1 and Class 2 Supply Meter Point, when the UDQO exceeds the DMSOQ, the difference between the UDQO and DMSOQ is used as the quantity to calculate the Ratchet Charges until it reaches the PMSOQ.

Currently, there are two Ratchet Charge Types for both Class 1 and Class 2 Supply Meter Points:

- Customer Capacity Ratchet (ZRA)
- LDZ Capacity Ratchet (SRA)

Modification 0665 introduced a new calculation formula for Class 2 Ratchets which will include the addition of a new line item and Charge Types the ECN Charge. Currently for Class 2 Ratchets, the ECN and CCA charges are included under the ZRA Charge Type. Since implementation of XRN4871B in September 2019, this is how the ECN charge has been included within the Class 2 Ratchet Charges.

For XRN4871B, there are 2 proposed solution options described below regarding the ECN for the Class 2 Ratchet Charge. **Please note, a majority decision is required from ChMC on the preferred solution before we progress to build:**

Update following decision made at the extraordinary ChMC meeting on 3rd May. Change Managers agreed that Option 2 should be progressed. Option 2 means that the ECN & CCA will be included under the ZRA Charge Type and no changes to the Comprehensive Invoice Charge List are required as no new Charge Type will be created. Option 2 is described below:

Option 1

Create two new Charge Types which will be added to the Comprehensive Invoices Charge Types list and Request to Bill template:

3. ~~ERA – ECN RATCHET CHARGE~~
~~This is under the GAZ – CORE CAPACITY INVOICE and will be included within the Class 2 Ratchet charge~~
4. ~~ERD – ECN RATCHET ADJ~~
~~This is under the AMS – CORE AMENDMENTS and will be used if an adjustment to the ECN Ratchet charge is required.~~

With this option, the Comprehensive Invoices Charge Types list for Shippers and each DNO would need to be updated. Please see below the updated lists for review and approval if option 1 is preferred:

- ~~[Comprehensive Invoices Charge Type – Shippers V6FA](#)~~
- ~~[Xoserve Comprehensive Invoices Charge Types – GT2 V4FA](#)~~
- ~~[Xoserve Comprehensive Invoices Charge Types – GT3 V4FA](#)~~
- ~~[Xoserve Comprehensive Invoices Charge Types – GT4 V4FA](#)~~
- ~~[Xoserve Comprehensive Invoices Charge Types – GT5 V4FA](#)~~
- ~~[Xoserve Comprehensive Invoices Charge Types – TGT V4FA](#)~~

~~Please note that the Shipper and DNO Comprehensive Invoices Charge Types list have also been updated with proposed amendments as part of another change in scope of November 2020 (XRN4992). The changes to the Comprehensive Invoices Charge Types lists within XRN4871B and XRN4992 will be treated independently (therefore the proposed amendments for~~

~~**XRN4992 are not present within the attached lists). Once the outcome of the changes are known, the proposed amendments will be amalgamated into one version for each ready to be set live.**~~

Option 2

We continue as is, where the ECN & CCA will be included under the ZRA Charge Type meaning there would continue to be no explicit Charge Type for the ECN, however limiting the impact on the level of change for the industry.

With option 2, no changes would be required to Comprehensive Invoices Charge Types list or the Request to Bill template.

Please ensure to provide your preferences within your representation comments for this to feed into ChMC final decision.

Update following decision made at the extraordinary ChMC meeting on 3rd May. Change Managers agreed that Option 2 should be progressed.

For the avoidance of doubt the Class 2 Ratchet Charge detailed within the next section will remain the same regardless of which of the above options are selected. The options above simply relate to the visibility of the ECN charge and whether this requires its own Charge Type or if being under the ZRA is sufficient.

The PRN – Provisional Ratchet Notification and RAT – Ratchet Notification files are sent to the Shippers with the Ratchet quantity and applicable Capacity and Commodity rates for both Class 1 and Class 2 sites. ***Please note the PRN and RAT files will continue to be sent as per the current process and no changes to these files are required as part of XRN4871 implementation.***

For Class 2 sites the Ratchet charges will be calculated as, Supply Point Ratchet Charge = LDZ Capacity Ratchet Amount (SRA line item) + Customer Capacity Ratchet Amount (ZRA line item) + LDZ Exit Capacity NTS (ECN) Ratchet Amount (ERA line item). The charge items are detailed below.

1. LDZ Capacity Ratchet Amount (SRA) = (LDZ Capacity Charge after ratchet applied * Ratchet Period/Days in Year) – (LDZ Capacity Charge that would be applicable immediately prior to the charge* Ratchet Period/Days in Year).
2. Customer Capacity Ratchet Amount (ZRA) = (LDZ Customer Charge after ratchet applied * Ratchet Period/Days in Year) – (LDZ Customer Charge that would be applicable immediately prior to the charge * Ratchet Period/Days in Year)
3. LDZ Exit Capacity NTS (ECN) Ratchet Amount(ERA) = (LDZ Exit Capacity NTS (ECN) Charges after ratchet applied * Ratchet Period/Days in Year) – (LDZ Exit Capacity NTS(ECN) Charge that would be applicable immediately prior to the charge* Ratchet Period/Days in Year).

For the above calculation:

Capacity Ratchet charge = (SOQ) *(365/100) *(capacity constant1)*(SOQ)^(-1)*Capacity Constant2)

Exit Capacity Charge, ERA = (SOQ)*(ECN price amount)*365/100

Please note, to calculate the Capacity Charge before and after the Ratchet, the Pre-Ratchet and Post-Ratchet SOQ will be used in the above formula.

For the IGT sites, the ZRA charges are not calculated within the current process. Please note, this will continue and is not proposed to change as part of this XRN therefore for the Class 2 IGT sites will only have SRA and ERA charges will be applied.

Please note that following the implementation of XRN4871 Part B, all Ratchet charges (both Class 1 and Class 2 DNO sites) will be automatically generated within the UK Link system and populated on the Capacity Invoice (CAZ) and within the ZCS supporting file.

Automated forced Class Change of network designated sites

The process implemented within XRN4871 Part A to manage the identification and notification of network designated sites will continue. This involves the DNOs confirming the sites which should be network designated offline to the CDSP and following receipt of this, the CDSP will manually set the ND_FLAG within UK Link systems.

Please note the ND_FLAG will be applied by the CDSP upon receipt of the notification from DNOs.

The notification to Shippers will continue to be sent offline via email and the timelines and process for raising an appeal and reclassifying the network designated sites to Class 1 will continue as is.

For further details regarding network designated sites and the process around appeals and reclassification, please see modification 0665.

Please note Shippers remain responsible for reclassifying the site to Class 1 once the network designation flag has been applied.

1. This can be done via the SPC - SUPPLY METER POINT AMENDMENT REQUEST file or through the reconfirmation process (NOM and CNF).
2. Please note that existing SPC functionality will prevail which means only one change is permitted within the file. Therefore, if the SPC is used to reclassify the site, no other changes can be made within the file i.e. changes to DMSOQ or DMSHQ.
3. If a Class 2 site is reclassified to Class 1 via an SPC, the current loads should remain - any changes to the DMSOQ will result in a rejection.
4. If a Class 3 or 4 site is reclassified via the SPC, the DMSOQ should be based on the NDM SOQ and the SHQ will need to be assigned.
Please note existing soft-landing rules will apply for Class 3 and 4 sites moving into Class 1 or Class 2.
5. For Shippers who would like to revisit the current site loads at the time that the site is reclassified, they should use the reconfirmation process.

If the Shipper does not reclassify the network designated site within the required period, the CDSP will reclassify on their behalf. Currently this is done by the CDSP manually submitted the SPC - SUPPLY METER POINT AMENDMENT REQUEST file which will reclassify the site to Class 1.

XRN4871 Part B will introduce a functionality to change the Class of a Supply Meter Point within SAP ISU. ***This means the reclassification by the CDSP will be automated rather than a manual solution.***

6. For DM sites (Class 2) moving to Class 1, the CDSP will utilise the existing SHQ and SOQ values within the reclassification.
7. For NDM sites (Class 3 and 4) moving to Class 1, the CDSP will utilise the NDMSOQ as the DMSOQ.
8. As Class 1 Supply Meter Points need an SHQ, the relevant DNO will provide the SHQ where the CDSP is undertaking the reclassification. The relevant DNO will either provide the SHQ itself or the ratio for which the CDSP shall derive the SHQ in relation to the SHQ. This ratio will be a value in a range between 4 to 15.9)

9. Shippers will be notified of the reclassification through the SCR - SUPPLY METER POINT AMENDMENTS RESPONSE.
10. Please note that for a reclassification of a site via the SPC file, it will take 5 Supply Point System Business Days from the point of file processing for the class change to take affect within UK Link systems.
11. Once the site has been reclassified and is within Class 1, the Network Designation flag will remain against the site and will prevent any further reclassifications to anything other than Class 1. The following rejection code which was introduced within XRN4871 Part A implemented and will be used if a Shipper looks to reclassify a Network Designated site: CLS00002 - Supply meter point should be class 1.

Please be aware that the current treatment of existing Offers and Confirmation will continue:

12. If there is an inflight Confirmation on a site which subsequently gets network designated, the CDSP will let this resolve (accept, reject or expire) and following this start the notification process for the site to be reclassified to Class 1.
Please note the CDSP will not cancel inflight Confirmations as part of this change.
13. If there is an inflight Offer on a site which subsequently gets network designated, the CDSP will not cancel this Offer, it will be left to expire or alternatively when the site is Confirmed, the Confirmation will be rejected with rejection code CLS00002 - Supply meter point should be Class 1 which was introduced as part of XRN4871 Part A.

Visibility of network designated sites

Changes are proposed to Data Enquiry Service (DES) to introduce the network designated indicator.

- A network designated indicator will be visible within Shipper Community and Shipper Portfolio view in DES at a Supply Meter Point basis.
- This provides Shippers visibility of which sites have been network designated and therefore must be Class 1.

If Shippers also wish to receive this notification that a site is network designated within SPA files, this will involve updating 6 file records which are detailed below.

Alternatively, if the network designated flag being available in DES under Shipper community and portfolio view is sufficient, we can remove the proposed changes to the SPA files to add the network indicator.

Please note, a majority decision from ChMC is required as to whether the SPA records are updated to include the network designated indicator before we progress to build.

Please ensure to provide your preferences within your representation comments for this to feed into ChMC final decision.

Update following decision made at the extraordinary ChMC meeting on 3rd May. Change Managers agreed that the SPA file formats did not need to be updated to include the network designated flag as the visibility within DES is sufficient enough.

The potential changes to Shipper SPA files (including Nomination Response and Confirmation) will indicate where a site has been network designated.

14. This is proposed to be displayed by a new data attribute:
NETWORK_DESIGNATED

15. It will be an Optional field and will be populated "Y" where the site has been network designated and "N" where is it not.

~~The following records are proposed to be updated to include this new data attribute. Please note it is only the records which have being updated, no proposed changes to the hierarchies are being made, they are provided for reference only.~~

~~Within the NMR – Nomination Response hierarchy:~~

- ~~1. S59 – Accept SMP Enquiry~~
- ~~2. S64 – Offer Details~~
- ~~3. S21 – SMP NOM REJ or REF~~

~~Within the NRF – Nomination Referral Response hierarchy:~~

- ~~4. S21 – SMP NOM REJ or REF~~
- ~~5. S64 – Offer Details~~

~~Within the SNR – SSMP Nomination Response~~

- ~~6. S64 – Offer Details~~
- ~~7. S21 – SMP NOM REJ or REF~~

~~Within the SCR – Supply Meter Points Amendment Response~~

- ~~8. X09 – Class Change Response~~

~~Within the CFR – Confirmation Response~~

- ~~9. S07 – Accepted Confirmation~~

~~Within the TRF – Supply Meter Point Ownership Notification~~

- ~~10. S15 – Transfer of Ownership~~

~~Within the TRS – SSMP Transfer of Ownership~~

- ~~11. S15 – Transfer of Ownership~~

~~Please see links attached for the updated records for review and approval if Shippers decide for the updates to be made to the SPA file records:~~

- ~~1. [S59 ACCEPT SMP ENQUIRY V6FA](#)~~
- ~~2. [S64 OFFER DETAILS 6.5FA](#)~~
- ~~3. [S21 SMP NOM REJ OR REF V4FA](#)~~
- ~~4. [X09 CLASS CHANGE RESPONSE V2FA](#)~~
- ~~5. [S07 ACCEPTED CONFIRMATION V9FA](#)~~
- ~~6. [S15 TRANSFER OF OWNERSHIP V8FA](#)~~

~~Please note that the S64 record version has not incremented in line with usual practice (i.e. to the next whole number). This is because the S64 record is also being updated as part of CSS. The CSS team have updated the S64 and issued this out for review and approval (version 7FA). To prevent cross-over with this version number, we have incremented to the next decimal place. If this change is approved, the version of the S64 that the CSS team have updated will be amended to reflect the change but can remain as V7.~~

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G6: Associated Changes

Associated Change(s) and Title(s):	Modification 0665 – Changes to Ratchet Regime
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G7: DSG

Target DSG discussion date:	Click here to enter a date.
Any further information:	XRN4871 has previously been discussed and developed at DSG with a proposed recommended approach provided.

G8: Implementation

Target Release:	November 2020 Release
Status:	For approval

Please see the following page for representation comments template; responses to uklink@xoserve.com

Section H: Representation Response

H1: Change Representation

(To be completed by User and returned for response)

User Contact Details:	Organisation:	NGN
	Name:	Helen Chandler
	Email:	HChandler@northerngas.co.uk
	Telephone:	07580704123
Representation Status:	Please see comments	
Representation Publication:	Publish	
Representation Comments:	<p>Preferred Solution? NGN would prefer Option 2 where the current arrangement of being included within the Ratchet Charge (ZRA) invoice should remain for the Exit Capacity LDZ Charge (ECN). We believe there would not be significant benefit in creating new charge codes and amending multiple core invoices so that it could be seen separately from the other ratchet charges.</p> <p>Should Shipper SPA records be updated to include the Network Designated indicator? Should the specified record updates be approved? As all of the impacted files and records are Shipper only, NGN believes this decision should rest with the Shippers.</p>	
Confirm Target Release Date?	Yes	«h1_userDataAlternative»

H1: Xoserve' s Response

Xoserve Response to Organisations Comments:	Thank you for your representation, we will feed this into ChMC for a final decision.
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Please send the completed representation response to uklink@xoserve.com

H1: Change Representation

(To be completed by User and returned for response)

User Contact Details:	Organisation:	Npower	
	Name:	Sasha Pearce	
	Email:	sasha.pearce@npower.com	
	Telephone:	07881617634	
Representation Status:	Comments		
Representation Publication:	Publish		
Representation Comments:	<p>With regard to the two proposed solution options regarding the ECN for the Class 2 Ratchet Charge, we would prefer Option 2 ie to continue as is where the ECN & CCA will be included under the ZRA Charge Type.</p> <p>On the question of the visibility of network designated sites, we are happy that the network designated flag being available in DES under Shipper community and portfolio view will be sufficient. We see no need to change the SPA files.</p>		
Confirm Target Release Date?	Yes	«h1_userDataAlternative»	

H1: Xoserve' s Response

Xoserve Response to Organisations Comments:	Thank you for your representation, we will feed this into ChMC for a final decision.
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Please send the completed representation response to uklink@xoserve.com

H1: Change Representation

(To be completed by User and returned for response)

User Contact Details:	Organisation:	Wales & West Utilities	
	Name:	Richard Pomroy	
	Email:	richard.pomroy@wwutilities.co.uk	
	Telephone:	07812973337	

Representation Status:	Publish	
Representation Publication:	Publish	
Representation Comments:	<p>Our view is that nothing in XRN4871B is actually specifically required to deliver the solution in Modification 0665; however we recognise that it is desirable to deliver the functionality.</p> <p>Our views regarding the various elements are:</p> <ul style="list-style-type: none"> Automated calculation and issue of Class 2 Ratchet invoices This is desirable. Our view is that the simpler option of including ECN & CCA will be included under the ZRA Charge Type is sufficient. Therefore we support option 2. Automated force Class Change We support this option, we understand that this functionality will be used for other modifications that are in the pipeline and believe that the cost of common elements of this functionality should be shared by those parties who would pay for the system changes required for those modifications or at least the DNs should be refunded some element of their cost for this change when those changes are implemented Visibility of network designated sites within Data Enquiry Service (DES) and file formats We agree that this should be implemented. 	
Confirm Target Release Date?	Yes	«h1_userDataAlternative»

H1: Xoserve' s Response

Xoserve Response to Organisations Comments:	Thank you for your representation, we will feed this into ChMC for a final decision.
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Please send the completed representation response to uklink@xoserve.com

Version Control

Document

Version	Status	Date	Author(s)	Remarks
V1	Approved	10/05/2020	Rachel Taggart	Updated with ChMC outcome from the meetings on 04 th and 08 th January 2020
V2	Approved	15/05/2020	Rachel Taggart	Updated with ChMC outcome from the meetings on 04 th and 13 th May 2020

Appendix 1

Change Prioritisation Variables

Xoserve uses the following variables set for each and every change within the Xoserve Change Register, to derive the indicative benefit prioritisation score, which will be used in conjunction with the perceived delivery effort to aid conversations at the DSC ChMC and DSC Delivery Sub Groups to prioritise changes into all future minor and major releases.

Change Details

Change Driver Type:	<input type="checkbox"/> CMA Order	<input checked="" type="checkbox"/> MOD / Ofgem	
	<input type="checkbox"/> EU Legislation	<input type="checkbox"/> License Condition	
	<input type="checkbox"/> BEIS	<input type="checkbox"/> ChMC endorsed Change Proposal	
	<input type="checkbox"/> SPAA Change Proposal	<input type="checkbox"/> Additional / 3rd Party Service Request	
	<input type="checkbox"/> Other	<If [Other] please provide details here>	
Customer group(s) impacted if the change is not delivered:	<input checked="" type="checkbox"/> Shipper	<input checked="" type="checkbox"/> IGT	<input checked="" type="checkbox"/> Network
	<input checked="" type="checkbox"/> Xoserve	<input type="checkbox"/> NG Transmission	<input type="checkbox"/> NTS
	<input type="checkbox"/> Other	<If [Other] please provide details here>	
Associated Change Ref Number(s):	N/A	Associated MOD Number(s):	MOD0665
Perceived delivery effort (days):	<input type="checkbox"/> 0-30	<input type="checkbox"/> 30-60	
	<input checked="" type="checkbox"/> 60-100	<input type="checkbox"/> 100+	
Does the change involve the processing of personal data?	'Any information relating to an identifiable person who can be directly or indirectly identified in particular by reference to an identifier' - includes MPRNS.		<input type="checkbox"/> Yes (if selected please answer the next question)
			<input checked="" type="checkbox"/> No
A Data Protection Impact Assessment (DPIA) will be required if the change involves the processing of personal data in any of the following scenarios:	<input type="checkbox"/> New Technology	<input type="checkbox"/> Theft of Gas	
	<input type="checkbox"/> Mass Data	<input type="checkbox"/> Xoserve Employee Data	
	<input type="checkbox"/> Vulnerable Customer Data	<input type="checkbox"/> Fundamental changes to Xoserve	
	<input type="checkbox"/> Other	<If [Other] please provide details here>	
(If any of the above boxes have been selected then please contact the Information Security team (Kevin Eltoft-Prest) to complete the DPIA.			
Change Beneficiary: <i>How many market participant or segments stand to benefit this change?</i>	<input type="checkbox"/> Multiple Market Participants		<input type="checkbox"/> Multiple Market Group
	<input type="checkbox"/> All UK Gas Market Participants		<input type="checkbox"/> Xoserve Only
	<input checked="" type="checkbox"/> One Market Group		<input type="checkbox"/> One Market Participant
Primary Impacted DSC Service Area:	Service Area 7: NTS Capacity / LDZ Capacity / Commodity / Reconciliation / Ad-Hoc Adjustment and Energy Balancing Invoices		
	<input type="checkbox"/> One		<input checked="" type="checkbox"/> Two to Five

Number of Service Areas Impacted:	<input type="checkbox"/> Five to Twenty		<input type="checkbox"/> All
Improvement Scale?	<input type="checkbox"/> High	<input type="checkbox"/> Medium	<input checked="" type="checkbox"/> Low
Are any of the following at risk if the change is not delivered?	<input type="checkbox"/> Safety of Supply at risk		
	<input type="checkbox"/> Customer(s) incurring financial loss		
	<input type="checkbox"/> Customer Switching at risk		
Are any of the following required if the change is delivered?	<input checked="" type="checkbox"/> Customer System Changes Required		
	<input type="checkbox"/> Customer Testing Likely Required		
	<input type="checkbox"/> Customer Training Required		
Primary Application impacted:	<input type="checkbox"/> BW	<input checked="" type="checkbox"/> ISU	<input type="checkbox"/> CMS
	<input type="checkbox"/> AMT	<input type="checkbox"/> EFT	<input type="checkbox"/> IX
	<input type="checkbox"/> Gemini	<input type="checkbox"/> Birst	<input type="checkbox"/> API
	<input type="checkbox"/> Other	<If [Other] please provide details here>	
Business Process Impacted:	<input type="checkbox"/> AQ	<input type="checkbox"/> SPA	<input type="checkbox"/> RGMA
	<input type="checkbox"/> Reads	<input type="checkbox"/> Portal	<input checked="" type="checkbox"/> Invoicing
	<input type="checkbox"/> Other	<If [Other] please provide details here>	
Any known impacts to external services and/or systems as a result of this change?	<input checked="" type="checkbox"/> Yes	Multiple DSC service lines impacted	
	<input type="checkbox"/> No		

Workaround Details

Workaround in operation?	<input type="checkbox"/> Yes	If [No] please do <u>not</u> continue completing the [Workaround Details] section	
	<input checked="" type="checkbox"/> No		
Who is accountable for the workaround?	<input type="checkbox"/> Xoserve	<input type="checkbox"/> External Customer	<input type="checkbox"/> Both
What is the Frequency of the workaround?			
What is the lifespan for the workaround?			
What is the number of resource effort hours required to service workaround?			
What is the Complexity of the workaround?	<input type="checkbox"/> Low	<i>(easy, repetitive, quick task, very little risk of human error)</i>	
	<input type="checkbox"/> Medium	<i>(moderate difficult, requires some form of offline calculation, possible risk of human error in determining outcome)</i>	
	<input type="checkbox"/> High	<i>(complicate task, time consuming, requires specialist resources, high risk of human error in determining outcome)</i>	

Prioritisation Score

Change Prioritisation Score:	27%
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