Section G: Change Pack

# G1: Communication Detail

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| Comm Reference: | 2808.1 - MT - PO |
| Comm Title: | XRN4780 - Part C - Inclusion of Meter Asset Provider Identity (MAP Id) in the UK Link system (CSS Consequential Change) – Detailed Design Update |
| Comm Date: | 12/04/2021 |

**G2: Change Representation**

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| Action Required: | For Representation |
| Close Out Date: | 26/04/2021 |

# G3: Change Detail

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| Xoserve Reference Number:  | XRN4780-C |
| Change Class: | System Processing and File Format Changes |
| ChMC Constituency Impacted: | Shipper Users |
| Change Owner:  | Simon HarrisCustomer Change Service Development Specialistsimon.Harris@xoserve.com0121 229 2642Michael PayleySenior Business Analyst (CSSC Programme)michael.payley@correla.com 0121 229 2426 |
| Background and Context: | A key requirement of Ofgem’s Central Switching Service (CSS) is to inform industry participants of switching events that are to be or have taken place to ensure relevant entities are reliably made aware and can take appropriate action where needed. Part of the CSS solution will introduce new file flows to Meter Asset Providers (MAPs) to update them on changes to Supplier, but to facilitate this requirement the Central Data Service Provider (CDSP (in their capacity as the Gas Retail Data Agent (GRDA)) will be responsible in sending the CSS the MAP Id associated to a Supply Meter Point.To facilitate this, the CDSP raised [XRN4780](https://www.xoserve.com/change/change-proposals/xrn-4780-inclusion-of-meter-asset-provider-identity-map-id-in-the-uk-link-system-css-consequential-change/?return=/change/change-proposals/?customers=&statuses=&search=4780) to look at the potential processes surrounding MAP Id, how it is to be provided, stored and passed on to CSS to fulfil the obligation. The first step to achieve this was carried out under XRN4780-A where the facility for Shippers to send to the CDSP the MAP Id via existing RGMA flows and for the CDSP to store this data within the Supply Point Register as part of June 19 Major Release. The next stage was carried out under XRN4780-B as part of [June 20 Major Release](https://www.xoserve.com/change/uk-link-releases/uk-link-release-june-2020/) and involved the mass population of MAP Id data, provided to the CDSP directly via MAPs as agreed by DSC parties, into the Supply Point Register, along with feeding this into the CDSP reporting system.Within the detailed design Change Pack issued out for XRN4780-C in April 2020 the proposed solution design and file format definitions were described. The Change Pack was later approved by the Change Management Committee (ChMC) in [May 2020’s](https://www.gasgovernance.co.uk/dsc-change/040520) extraordinary meeting for implementation in November 2020 major release, however XRN4780-C was later descoped and therefore a new Detail Design Change Pack needed. As a result, please disregard the previously issued Detail Design Change Pack as this will suppressed it in its entirety, with the CDSP seeking re-approval at May 2021’s ChMC meeting of the solution outlined within this document. This Change Pack is looking to specify the detailed approach/ solution for receiving MAP Id information from MAM’s and give an overview of how the CDSP intends to utilise this data within its systems. This will also cover the proposed end to end lifecycle of the MAP Id data item, however, we are not amending any of the existing process currently in place, we are enhancing this by introducing new flows and updates to relevant parties as part of XRN4780-C, and this is due to be implemented inline with the November 2021 Major Release by the CSSC Programme. The full lifecycle of the MAP Id data item (as understood) is referenced for completeness and context to aid the readers understanding.  |

# G4: Change Impact Assessment Dashboard (UK Link)

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| Functional: | Supply Pont Register Configuration |
| Non-Functional: | Increased File Processing Volumes |
| Application: | SAP ISU, SAP PO & AMT |
| User(s): | Shipper Users, Meter Asset Managers (MAMs), Meter Asset Providers (MAPs) |
| Documentation: | File/Record Type, Formats/Hierarchy |
| Other: | None |

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| Shipper Files (*For DSC Approval*) |
| File | Parent Record | Record | Data Attribute | Hierarchy or FormatAgreed |
| SIM | N/A | N/A | N/A | HIERARCHY |
| SIM | N/A | K85 | ORGANISATION\_TYPE | FORMAT |

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| --- |
| Meter Asset Manager Files (*For Information Only*) |
| File | Parent Record | Record | Data Attribute | Hierarchy or FormatAgreed |
| *ONU* | *N/A* | *N/A* | *N/A* | *N/A\** |
| *UPD* | *N/A* | *N/A* | *N/A* | *N/A\** |
| *UPR* | *N/A* | *N/A* | *N/A* | *N/A\** |
| *ONJ* | *N/A* | *N/A* | *N/A* | *N/A\** |
| *JOB* | *N/A* | *N/A* | *N/A* | *N/A\** |
| *JRS* | *N/A* | *N/A* | *N/A* | *N/A\** |
| *CMT* | *N/A* | *N/A* | *N/A* | *N/A\** |
| *CMO* | *N/A* | *N/A* | *N/A* | *N/A\** |

*\*The above files have been included for* ***reference only****. These are not files governed within the UK Link Manual but are governed under their respective codes (SPAA/MAMCoP/REC). No changes are proposed to these hierarchy or file format structures as part of this Detail Design Change Pack, all files sent/received within the outlined process are expected to conform to agreed industry structure/formats.*

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| Meter Asset Provider Files (*For DSC Approval*) |
| File | Parent Record | Record | Data Attribute | Hierarchy or FormatAgreed |
| MON | N/A | N/A | N/A | HIERARCHY |
| MON | N/A | F01 | N/A | FORMAT |
| MON | F01 | F02 | N/A | FORMAT |
| MON | F01 | F03 | N/A | FORMAT |

# G5: Change Design Description

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| **Overview**The solution option defined within this Detailed Design Change Pack is to receive MAP Id information for Supply Meter Points from MAMs. It is proposed that this is a copy of the data that a MAM provides to Suppliers under RGMA (as set out in SPAA) or an alternative CDSP Meter Technical Details file (as set out in MAMCoP).The provided MAM data will be stored within CDSP system(s) and be used to populate the MAP Id field where required (i.e. where no valid MAP Id data item is received from the Shipper within existing RGMA flows). Once the Metering details in the UK Link system have been updated (via Shipper RGMA flows) the CDSP will, where MAP Id is missing or invalid, align the Shipper update to the Metering details received from the MAMs and populate the MAP Id accordingly, where provided.It is also the CDSP’s intention to inform Shipper & Meter Asset Provider (MAP) entities of any changes to data that ties in with the ongoing maintenance of the MAP Id within the CDSP systems, such as, but not limited to, changes to Supplier/Meter Asset Manager/Meter Asset Provider entities held on the Supply Point Register, which will also involve new interfaces and file/record formats.**Current Process**Currently, at a high level, the end to end lifecycle of the MAP Id data item and the processes that underpin it (as understood) are as follows:* A Supplier requests a MAM to undertake work at a Supply Meter Point, this may include such works as Installation/Exchange/Removal/Reposition etc. of meter assets.
* The appointed MAM then carries out the required work and sends an ONJOB/ONUPD flow (or via other agreed format(s)) to the Supplier and notifies the MAP whose asset has been installed. The MAM to Supplier RGMA Transactions are required to provide the MAP Id, e.g. G0201 Notification of Measuring Asset Installation indicates that “Market Participant Group (008) identifying the Asset Provider is mandatory for Metering Assets”.
* Once the Supplier has received the ONJOB/ONUPD flow from the MAM, they update their system(s) accordingly and pass the flow onto the appropriate Shipper responsible for the Supply Meter Point.
* Once the Shipper has received the ONJOB/ONUPD flow from the Supplier, they update their system(s) accordingly and then subsequently trigger the sending of JOB/UPD RGMA flow(s) to the CDSP.
* Once the CDSP has received the JOB/UPD RGMA File(s) from the Shipper, the CDSP will (once the records pass the appropriate validation steps) update the Supply Point Register with the details contained with the JOB/UPD RGMA File(s) that may contain the MAP Id.

The JOB/UPD RGMA files received from the Shipper may not contain the MAP Id information due to the **Market Participant: ASSPR - Asset Provider** data segment being optional, so in effect Shipper are not currently obligated to provide this information to the CDSP. Prior to implementation of XRN4780-A in June 19’s Major Release, **Market Participant: ASSPR - Asset Provider** data segment was classed as an ‘irrelevant dataset’ within the Shipper to CDSP RGMA flows, so Shippers may not have re-configured their transactions following implementation of XRN4780-A. It is however encouraged that, if the Shipper is passed the MAP Id via the MAM/Supplier files, that this is then passed to the CDSP via RGMA flows accordingly.The below provides a high level overview of the current MAP Id process as it is understood.Please Note: The term ‘Valid MAP Id’ is used throughout this document and it refers to a Market Participant Identity fulfilling a Meter Asset Provider Market Role within the MDD Market Participant Identity table. All MAPs were required to be recorded as part of the migration to UNC mastering Market Participant identities as per UNC Modification 0682.**Amended Process**ChMC preferred the solution option that the CDSP obtain the MAP Id data item directly from the Meter Asset Managers to help supplement data being received from the Shippers by way of JOB/UPD RGMA flows. Please note that where the Shipper has provided a valid MAP Id, this will take precedent over any MAM provided MAP Id details for the same Supply Meter Point/Meter Serial Number flow.*MAM Inbound File Flow* The proposed solution will require MAMs to send a copy of their RGMA files (that are currently issued to Suppliers) to the CDSP as per SPAA [SCP 496](https://www.spaa.co.uk/change/mam-to-cdsp-update-of-map-id-and-mtd/) (expected to be JOB/UPD/ONJ/ONU). Please note that where a MAM does not currently provide these details to the Supplier via recognised RGMA flows (as per SPAA SCP 496) then, they must provide to the CDSP, as per MAMCoP Change [20 022](https://www.spaa.co.uk/change/meter-technical-details-from-mam-to-cdsp-non-rgma/), a completed CDSP Meter Technical Details (.CMT) file with the required data contained within.*Please note that MAM RGMA (JOB/UPD/ONJ/ONU) and CDSP Meter Technical Details (.CMT) files are not governed under the UK Link Manual and therefore we are not seeking approval of these within this Detail Design Change Pack, they are referenced for information only. The obligation on the MAMs to provide these files to the CDSP, and therefore the structure/contents of which are governed under their respective codes, SPAA (implemented as part of* [*SCP 496*](https://www.spaa.co.uk/change/mam-to-cdsp-update-of-map-id-and-mtd/)*) and MAMCoP (seeking approval via Change* [*20 022*](https://www.spaa.co.uk/change/meter-technical-details-from-mam-to-cdsp-non-rgma/)*) respectfully.*Once MAM provided file(s) have been received by the CDSP standard generic file format validation will be undertaken, in addition to this, basic record level validation will be carried out on the provided data (this will be a stripped-down version of validation carried out on Shipper provided RGMA flows), and will cover the following validation checks: * Meter Point Reference Number (MPRN) matches with one on the Supply Point Register
* Effective Date of the Meter Works is not a future date
* Effective Date of the Meter Works is a valid date
* Submitting MAM is registered in the MDD MP Id table
* The MAP Id provided is valid

It is not the CDSPs intention that all data contained within the MAM provided file(s) are subject to detailed validation (as per the Shipper provided RGMA files) as the data received will not be used to update the Supply Point Register directly. The data will be stored in order to allow the matching of meter technical details in the UK Link system, to then update the MAP Id in the Supply Point Register where appropriate. The structure of the CDSP Meter Technical Details (.CMT) file has been referenced for information only, we are not seeking approval as part of this Detail Design Change Pack as this will not be governed under the UK Link Manual. The file name/extension/structure is to be reviewed and approved as part of MAMCoP Change [20 022](https://www.spaa.co.uk/change/meter-technical-details-from-mam-to-cdsp-non-rgma/).*MAM Outbound File Flow*Once the validations have been completed the CDSP will issue a **MAM RNJOB/RNUPD RESPONSE (.JRS/.UPR respectively)** or **.CMO** (in response to the .CMT file) notifying them of which transactions have been accepted or rejected. Reason codes/descriptions will be provided with rejected transactions to assist the MAMs in resolving exceptions prior to potential resubmission. The CDSP will load all accepted data into the CDSP system(s) for potential future use with regards to MAP Id population, as detailed in subsequent sections.The structure of the CDSP Meter Technical Details Response (.CMO) file has been referenced for information only, we are not seeking approval as part of this Detail Design Change Pack as this will not be governed under the UK Link Manual. The file name/extension/structure/rejection codes are to be reviewed and approved as part of MAMCoP Change [20 022](https://www.spaa.co.uk/change/meter-technical-details-from-mam-to-cdsp-non-rgma/).**Utilisation of MAM provided MAP Id**It is expected that MAMs will be sending RGMA/CMT files directly to the CDSP at the same time as they send the Supplier flows. Due to this the CDSP is expecting a delay before the Shipper updates the Supply Point Register with the corresponding RGMA JOB/UPD files. The Shipper (as per UNC) will remain responsible for updating Asset Details on the Supply Point Register and this will not be changing as a result of any processes introduced as part of XRN4780-C. For clarification, the CDSP will not directly update asset details on the Supply Point Register from MAM provided RGMA file flows. The CDSP will store the MAM provided data and wait for a corresponding Shipper JOB/UPD RGMA update to be received and be successfully processed, before potentially acting and using the MAM data to populate the MAP Id into the core Supply Point Register.Where multiple updates have been provided by a MAM, the most recent record for the MPRN and Meter Serial Number will be used, any previous records will not be considered.*Data Population Scenarios*The below lists the scenarios as to when the MAM provided MAP Id will, or will not, be used to populate data into the core Supply Point Register. The lookup of MAM data will be based on there being a direct match across the MRPN and Meter Serial Number with successful Shipper provided RGMA data.Scenario 1:Where a Shipper has successfully updated the Supply Point Register with a JOB/UPD RGMA flow that contains a Valid MAP Id then this will be used to populate the MAP Id for that specific Asset/Supply Meter Point from the effective date of the processed JOB/UPD RGMA transaction and the MAM data (if provided) will remain unused.Scenario 2:Where a Shipper has successfully updated the Supply Point Register with a JOB/UPD RGMA flow that does not contain a MAP Id (or contains an invalid MAP Id) then the CDSP will look for a corresponding MAM update against the Metering details recorded in UKL based on the MPRN and Meter Serial Number and, if found, the MAP Id will be taken from the MAM data and used to populate the MAP Id for that specific Asset/Supply Meter Point from the effective date of the processed JOB/UPD RGMA transaction from the Shipper. The CDSP will not use the effective date that was provided by the MAM.Please note that if no corresponding record can be found within the MAM data, then no MAP Id will be populated for that specific Asset/Supply Meter Point on the Supply Point Register and the MAP Id field will remain blank.Scenario 3:In the instances of missing MAP Id within the Supply Point Register (as updated by the Shipper via JOB/UPD RGMA flows) if, at a later date, the MAM provides a corresponding file containing a valid MAP Id for the Metering details recorded in the Supply Point Register (based on the MPRN and Meter Serial Number), the CDSP will not use this MAM provided MAP Id to populate the missing MAP Id.Scenario 4:Where the MAM has provided the CDSP with an update for a specific Asset/Supply Meter Point but no corresponding Shipper update (via JOB/UPD RGMA flows) is received and successfully processed into the Supply Point Register, the CDSP will take no further action. The MAM update will be stored to potentially be used at a later date (if the Shipper successfully processed an RGMA flow), however the MAM data would be available and reportable if it is decided that it be of industry benefit in the future. **Additional Notifications** For the end to end process of maintaining MAP Id data item outlined within this Detail Design Change Pack, additional notifications are to be sent to relevant parties (Shippers and MAPs) to assist the industry with keeping records and systems aligned as possible for the purpose of query management and ensuring MAP Id is being populated as accurately as possible into the Supply Point Register.*MAP Notification Overview (.MON file)*One of these new notifications will be sent by the CDSP to Meter Asset Providers informing them of MAP Id appointment/de-appointments, Asset Details held on the Supply Point Register (provided to the CDSP by the Shippers) and Organisation details relating to Suppliers and MAMs, along with changes to such information that occurs on the Supply Point Register while they are the incumbent MAP assigned to a Meter Asset installed on a Supply Meter Point. To facilitate the new notifications being sent out to MAPs, a new File Hierarchy has been created. This File has been named **METER ASSET PROVIDER NOTIFICATION (.MON)** and includes 3 new Record Types **MAP NOTIFICATION DETAILS (F01)** & **ASSET DETAILS (F02)** and **ORG DETAILS (F03)**. *Please note that the name of the file has been updated to* ***.MON*** *since the April 2020 Detail Design Change Pack due to conflicts with other files processed between MAPs.* The structure of the new .MON file and records contained with are set out below. We will be seeking approval from ChMC for these new file/record types in accordance with DSC/UK Link Manual procedures.[.MON Hierarchy](https://umbraco.xoserve.com/media/42001/mon-hierarchy-v01fa-v01.pdf)F01 / F02 / F03 Record Formats:[F01 – MAP NOTIFICATION DETAILS RECORD V0.1FA](https://umbraco.xoserve.com/media/41976/f01-map-notification-details-record-v01fa.pdf)[F02 – ASSET DETAILS RECORD V0.1FA](https://umbraco.xoserve.com/media/41977/f02-asset-details-record-v01fa.pdf)[F03 – ORG DETAILS RECORD V0.1FA](https://umbraco.xoserve.com/media/41978/f03-org-details-record-v01fa.pdf)The utilisation of the **METER ASSET PROVIDER NOTIFICATION (.MON)** file being sent from the CDSP to Meter Asset Providers will occur in the following scenarios:*MAP Appointment/De-appointment Notification*Where a MAP Id has been populated/amended on the CDSP System (via either a Shipper provided JOB/UPD RGMA or a MAM provided RGMA/CMT flow) a **METER ASSET PROVIDER NOTIFICATION (.MON)** is to be sent to the Appointed MAP and if applicable the De-appointed MAP notifying them accordingly, details of which will be contained within the **MAP NOTIFICATION DETAILS (F01)** record.This flow is also proposed to provide details of the Meter Asset installed on the Supply Point Register for the Appointed MAP and, where applicable, details of the removed Meter Asset for the De-appointed MAP, and this will be displayed utilising the **ASSET DETAILS (F02)** Record.This flow is also proposed to provide details of the Supplier & MAM registered on the Supply Point Register in relation to the Supply Meter Point that the MAP has been Appointed. This will be displayed utilising the **ORG DETAILS (F03)** Record. Please Note that, in accordance with CoMC governed DPM Conditionality Document, Start/End Dates for MAM/Supplier details are to only be provided for Domestic Supply Meter Points that span the MAP appointment dates. MAPs will also be notified (via F03) of who the existing Supplier/MAM entities are for Non-Domestic Supply Meter Points, but no Start/End dates are to be provided that reside outside of the MAP appointment dates.In the instances of the Shipper processing a successful JOB/UPD RGMA flow for a Removal only, then a **METER ASSET PROVIDER NOTIFICATION (.MON)** notification will be sent to the de-appointed MAP only, details of which will be contained within the **MAP NOTIFICATION DETAILS (F01)** record and details of the removed meter asset will be displayed utilising the **ASSET DETAILS (F02)** Record. *MAP Asset Changes Notification*Along with informing the MAP(s) of their appointment and de-appointment, the **METER ASSET PROVIDER NOTIFICATION (.MON)** file will also be triggered to inform them of any cosmetic updates to the Meter Asset Details held on the Supply Point Register, where they are recorded as the MAP. We would propose that this is for a limited set of Meter Technical Details i.e. updates to Meter Serial Number; Manufacturer; Model etc. If additional data items would need to be notified, we specifically request representations to define such data items. This will be displayed within the **.MON** file utilising the **ASSET DETAILS (F02)** Record.*MAP Organisation Notification*Where the Supplier or Meter Asset Manager is amended on a Supply Meter Point that the MAP, as the incumbent entity relating to the installed Meter Asset, they will be informed accordingly by way of the CDSP triggering the **METER ASSET PROVIDER NOTIFICATION (.MON)** file containing the **MAP NOTIFICATION DETAILS (F01)** & **ORG DETAILS (F03)** Records. If multiple entities are changed at the same time, then multiple **ORG DETAIL (F03)** records will be populated within the **METER ASSET PROVIDER NOTIFICATION (.MON)** file under a singular **MAP NOTIFICATION DETAILS (F01)** record. Please Note that, in accordance with CoMC governed DPM Conditionality Document, Start/End Dates for MAM/Supplier details are to only be provided for Domestic Supply Meter Points that span the MAP appointment dates. MAPs will also be notified (via F03) of who the existing Supplier/MAM entities are for Non-Domestic Supply Meter Points but Start/End dates are not to be provided where these reside outside of MAP appointment dates.Please Note: If a Shipper RGMA is received and successfully processed with a historical effective date, and there has been multiple Supplier/MAM changes post this effective date, the CDSP will only notify the appointed MAP of the current Supplier/MAM only. The issuing of organisation notifications to MAPs is looking to assist them with any billing or investigation work that is needed to be undertaken with relevant parties to ensure the data held on the Supply Point Register is as accurate as possible, however these are to align to expectations of the DSC Contract Management Committee (CoMC).*Shipper Notification Overview (.SIM file)*Another of these new notifications to industry participants will be sent by the CDSP to the Incumbent/Proposing Shipper informing them of MAP Id appointment/de-appointments. These cover the instances where a MAM provided MAP Id is utilised (due to the Shipper not providing or has provided an invalid MAP Id on their successfully processed RGMA flow) or a Shipper RGMA update being processed post the issuing of the TRF file. To facilitate this Shipper Notification, a new File Hierarchy has been created **SHIPPER INFORMATION ON MAPS (.SIM)** and will contain an existing **GENERIC ORG NOTIFICATION (K85)** Record. It is proposed that, in the case of both a MAP appointment and de-appointment that two **GENERIC ORG NOTIFICATION (K85)** records will be issued at the same time for the same Supply Meter Point, one containing details on the appointed MAP and another containing details for the de-appointed MAP.As the CDSP is to utilise the existing **GENERIC ORG NOTIFICATION (K85)** Record Type, for the purpose of facilitating this notification exchange, the **GENERIC ORG NOTIFICATION (K85)** Record is, as previously stated, to be updated to include MAP - Meter Asset Provider, as allowable values in the **ORGANISATION\_TYPE** field.Links below show the proposed Hierarchy for the **SHIPPER INFORMATION ON MAPS (.SIM)** file for approval by Shippers as part of this Change Pack Representation. The amended marked up version of the existing **GENERIC ORG NOTIFICATION (K85)** record has also been referenced and, as stated in a previous section of this document, we are also seeking DSC approval.The structure of the new .SIM file is as below:[.SIM Hierarchy](https://umbraco.xoserve.com/media/42002/sim-hierarchy-v01fa-v01.pdf)Updated K85 Generic Org Notification record format:[K85 GENERIC ORG NOTIFICATION V2FA](https://umbraco.xoserve.com/media/42000/k85-generic-org-notification-v2fa-v2.pdf)The utilisation of the **SHIPPER INFORMATION ON MAPS (.SIM)** file being sent from the CDSP to Shippers will occur in the following scenarios:*MAP Appointment/De-appointment Notification*As part of this solution there is a requirement to inform Shippers of the appointment and de-appointment of MAP Id’s relating to Supply Meter Points within their ownership, specifically where a MAP Id has been assigned/updated using data provided to the CDSP from MAMs files and not from the Shipper RGMA (JOB/UPD files). If the CDSP populates a MAP Id using MAM provided data, then the CDSP will trigger a **SHIPPER INFORMATION ON MAPS (.SIM)** file containing a **GENERIC ORG NOTIFICATION (K85)** record informing the Shipper of the MAP Id details that have been assigned/unassigned to the Asset Installed at the Supply Meter Point.*General MAP Notification*In the event of a Shipper Transfer, a Supply Meter Point Ownership Notification (.TRF) file will be issued to the incoming Shipper that informs them of the MAP Id (as specified in the Additional Information section) by way of the **GENERIC ORG NOTIFICATION (K85)** record. However, there is a scenario where the MAP Id could be updated post issuing of the .TRF file and prior to the incoming Shipper becoming the Live on the Supply Point Register (by way of a Shipper JOB/UPD RGMA update or MAM update). If these instances occur it is proposed that a **SHIPPER INFORMATION ON MAPS (.SIM)** file containing a **GENERIC ORG NOTIFICATION (K85)** record will be triggered to the Incoming Shipper informing them of the amend to the MAP Id, as this could differ from the value that was sent within the Supply Meter Point Ownership Notification (.TRF) file at D-2 (D = Confirmation Effective Date).The following link provides a high level overview of the [proposed MAP Id processes.](https://umbraco.xoserve.com/media/39818/proposed-map-process.pdf)**Additional Information***Supply Meter Point Ownership Notification (.TRF)*As previously outlined, the existing **GENERIC ORG NOTIFICATION (K85)** record is being updated to include an additional allowable value (MAP – Meter Asset Provider) within the **ORGANISATION\_TYPE** field and as a result the MAP Id assigned to a Meter Asset on a Supply Meter Point can now be provided to incoming Shippers (via the Supply Meter Point Ownership Notification (.TRF) file). This file will, post implementation of this change, contain an additional **GENERIC ORG NOTIFICATION (K85)** record with the MAP Id details. However, if no MAP Id is available for the installed Meter Asset then no additional **GENERIC ORG NOTIFICATION (K85)** record will be provided in the **SUPPLY METER POINT OWNERSHIP NOTIFICATION (.TRF)** file.*Other File Hierarchy Impacts*As previously stated, the **GENERIC ORG NOTIFICATION (K85)** record is being amended to include an additional allowable value (MAP – Meter Asset Provider) within the **ORGANISATION\_TYPE** field. The **GENERIC ORG NOTIFICATION (K85)** record is present in a number of SPA File Hierarchies and as a result the contents of these files will be impacted due to the addition of MAP Id details being provided where available. However, please note there are no amendments to the File Hierarchy Formats (Occurrences) for the below listed file types, but these may start to contain additional **GENERIC ORG NOTIFICATION (K85)** records.*CSSC Files**Please note that the amended K85 record will be passed to CSSC for incorporation in the following files***ASN** – BASE REGISTRATION NOTIFICATION ASSOCIATION FILE**BRR** – BASE REGISTRATION NOMINATION RESPONSE FILE**TMC** – TRANSFER AND METER READ COMBINED FILE*UK Link Files***CFR** – CONFIRMATION RESPONSE FILE**NMR** – NOMINATION RESPONSE FILE**NRF** – NOMINATION REFERRAL RESPONSE FILE**CRS** – SSMP CONFIRMATION RESPONSE TEMPLATE FILE**TRS** – SSMP TRANSFER OF OWNERSHIP NOTIFICATION FILE**SNR** – SSMP NOMINATION RESPONSE FILE**TRF** – SUPPLY METER POINT OWNERSHIP NOTIFICATION FILE*De-Scoped Requirement*In scope of the original solution, where direct updates into the Supply Point Register were proposed to be carried out by Meter Asset Providers, there was a requirement to cater for bulk updates to the MAP Id data item. These were thought to be in the event of potential MAP to MAP buying/selling of assets. However, as the amended solution now has the source of MAP Id as Meter Asset Managers by way of RGMA updates, any mass asset transfers between MAPs would need to be fed downstream by the MAPs to MAM, Supplier and Shippers to update the MAP Id on the Supply Point Register accordingly and in line with the above outlined solution.  |

# G6: Associated Changes

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| Associated Change(s) and Title(s): | XRN4780-AXRN4780-BXRN5188 |

# G7: DSG

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| Target DSG discussion date: | 26/04/2021 |
| Any further information: | None |

# G8: Implementation

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| Target Release: | November 2021 |
| 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)

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| --- | --- | --- |
| User Contact Details: | Organisation: | E.ON |
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| Representation Status: | NA |
| Representation Publication: | Publish |
| Representation Comments: | We are in support of the developments which allow the MAP ID to be updated and maintained in central systems. We would like to raise the following points:• We would have liked the solution to also include a scenario where the IGTs are also the MAM and there has been a network sale. The network is updated by the STN file, but the MAP ID doesn’t get updated unless there is an RGMA flow. There is a risk of the updates not occurring, so the data is not current. We would like to see a more efficient process explored for ‘phase 2’ developments. We recognise this is likely to be dual governance with the REC. • Similar to the network sales, where MAPs sell portfolios, we would like to see a more efficient process to avoid future data issues. Again, we recognise this is likely to be dual governance with the REC. Currently MAPs have been utilising the interim data loads as a mechanism to update the data and we are concerned that once this activity stops the updates might not occur. • We are concerned there is no reporting to accompany the delivery of this solution. We would encourage a DDP sprint to include MI and believe there is time to align with the November implementation. We would like to see reporting which identifies where the MAM/Shipper data aligns (verifies data quality), also where it differs or is missing (either Shipper or MAM). This would identify the main issues for data quality issues and give a basis to focus ‘phase 2’ improvements on. The data quality is likely to be REC governance rather than UNC (as it isn’t settlement but may impact settlement where assets are incorrect) and we believe the reporting will be a great tool to correct direct evolution of this process. • We are concerned that blank/inaccurate MAP IDs could degrade the solution, especially as there is no current reporting to identify where this has occurred. • Where issues are identified in the data, we aren’t sure how retrospective issues will be addressed, would this again be a point for ‘phase 2’ (working with the REC) and dependant on the reporting? • We are concerned that the design sees gaps in the effective date information and that some will end up containing blanks. We recognise why this approach is suggested but we would like to see a post implementation review (approx. 3 months after) to see how many times the ‘happy path’ has not been followed and work with the REC to improve the solution. • We understand the DES design is to display the current MAP information only, rather than the MAP history (so doesn’t show where there has been e.g. a change via a network sale). We believe this is still available via reporting but when compared to what is available to MAPs via ECOES it isn’t as informative. We believe this should be aligned and further explored as part of the ‘phase 2’ developments. • We believe the solution also extends to processes such as Unique Sites and Prime/Subs so just require confirmation this assumption is correct and there are no different business rules for these? • We’d also like to confirm the ‘vanilla file’ names/extensions for Suppliers, we believe these are CMT and CMO, but they weren’t outlined in the previously approved comms so wanted to ensure it was confirmed ahead of go-live.  |
| Confirm Target Release Date? | Yes | «h1\_userDataAlternative» |

# H1: Xoserve’ s Response

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| Xoserve Response to Organisations Comments: | Thank you for your response to the Detail Design Change Pack for XRN4780-C, your support has been noted and will be presented at the Extraordinary ChMC on the 5th May 2021. We have reviewed your detailed points and have provided individual responses accordingly. 1. We acknowledge that the solution under XRN4780-C does not directly cover the scenario of a network sale event and the potential need for MAP Id updates to assets held within the Supply Point Register as a result. However, the solution does allow for MAP Id updates, so any amendments needed to the MAP Id post implementation of XRN4780-C can be accomplished via standard RGMA processing via the Shipper/MAM, although there is a risk that not all updates will flow successfully through to the CDSP via this route.2. As seen previously, asset sales between MAPs that have not resulted in a migration of the MAP Id as a whole (company acquisition) is rare. As a result, this scenario has not been directly addressed within the solution set out for XRN4780-C, however, it is expected that Shippers/MAMs are expected to update the MAP Id on UK Link via RGMA flows if this was to occur post implementation.3. Reporting output has not been considered within the solution of XRN4780-C, however the solution is being designed to ensure potential future reporting can be accommodated. One of the considerations for this is that data to be received from MAMs is currently unknown, scoping requirements for the inclusion of reporting/assuring MAM data against Shipper provided flows could be regret spend and require re-work. It is also not yet understood the scope of REC reporting and the CDSPs involvement in such, which if progressed with at this stage could duplicate effort and increase costs. It has always been the CDSPs aim as a result of XRN4780-C to increase reporting in the RGMA space across the interested parties to aid data quality throughout the industry, but how this solidifies is currently not know but avenues are being investigated. DDP is something that could be utilised to provide MI in this regard, however this is Shipper prioritised and a separate request raised in order for this to be added to the appropriate DDP sprints, but the same considerations will apply.4. Concerns surrounding blank MAP Ids for both Shipper & MAM flows degrading the data within UK Link is noted and a known risk to the solution. DSC’s decision to subsidise the MAP Id data from the MAMs, as they are obligated under SPAA RGMA/MAMCoP files to provide MAP Id (mandatory data item) is thought to mitigate this risk. Monitoring of this submission is expected in line with REC performance assurance initiatives, with a view to proposing improvements to processes across the industry. 5. It is assumed that this relates to issues with the MAP Id recorded on UK Link and if it is deemed the incorrect MAP Id was provided to the CDSP by the Shipper/MAM then it would, as per the solution, require another RGMA update to be passed to the CDSP from the Shipper. 6. It is assumed that refers to the potential of multiple timeslices being created within UK Link in reference to MAP Id on the same asset. This is a known consequence on how the updates are to be processed by the CDSP from the information provided by Shippers/MAMs. As per discussions with CoMC, the CDSP cannot assume MAP ownership of an asset if it has not been directly informed as such by the parties deemed responsible for the maintenance of the data item.7. MAP Id stored within UK Link is assigned to the asset itself and not the MPRN (but association with the MPRN via the asset). Visibility of MAP Id in DES is the current value (if available) due to the location of the data item within the DES screens and the requirements that were provided at the time (XRN4801). Changes to this MAP Id display/functionality within DES is not in scope of the solution under XRN4780-C.8. This is correct, however, as with RGMA processing for Supply Point such as Prime/Sub etc, these are handled and updated manually by the CDSP, but will follow the same logic as the automated solution described within the Detail Design Change Pack. This is correct, at the time of issuing of the previous Detail Design Change Pack in April-2020 the file extensions in relation to the ‘Vanilla File’ were not known and therefore not included. Please note that although these have been referenced within the revised Detail Design Change Pack, these are still proposed values and are subject to change as they have not yet been formally approved by MAMCoP. |

Please send the completed representation response to uklink@xoserve.com

H1: Change Representation

(To be completed by User and returned for response)

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| User Contact Details: | Organisation: | CMAP |
| Name: | Lynne Hargrave |
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| Telephone: | 07741907437 |
| Representation Status: | N/A |
| Representation Publication: | Publish |
| Representation Comments: | Representation Comments: We do not believe that the solution proposed by this change pack is sufficiently robust to ensure that the data integrity of the MAP ID field is maintained in the long term. Data accuracy is essential to the use of the MAP ID data by the Central Switching System which has driven this consequential change.We believe that XOServe need to give further consideration to the following points:1. Mandation of the MAP ID field in all RGMA data flows - We believe that currently the MAP ID field is mandatory in the MAM to supplier ONJOB flow but is not mandated in any other RGMA flows including the supplier to shipper and shipper to CDSP ONJOB flows. XOS must mandate the MAP ID in all these ONJOB flows to ensure that the MAP ID data makes its way successfully into the CDSP. Without this mandation existing evidence shows that the MAP ID data in CDSP does not get updated by shippers2. Rejection of RGMA flows that do not contain the mandated MAP ID – the MAP ID data item must be given the same priority as any other mandated data item and flows must be rejected if this data item is missing. This will ensure that all industry parties pass the MAP ID information onto the next party and will ensure that the central CDSP system contains up to date information.3. Monitoring of performance of industry parties in providing the MAP ID information – without effective monitoring and enforcement industry parties will continue to fail to follow the rules which can not be allowed to happen if the CDSP is to maintain the data accuracy of MAP ID data in the longer term. Monitoring and enforcement must be applied to the provision of flows by both MAMs and Shippers to the CDSP to ensure timely and accurate data flows are maintained within the industry.4. New Meter Installations - XOServe need to ensure that every single new meter installed has a MAP ID allocated to the meter point where the meter is located in CDSP. Any installation flow that does NOT contain a valid MAP ID MUST be rejected by CDSP.5. Maintaining existing MAP ID data in the system - once every meter point has a MAP ID allocated against it we need to make sure that the link between the MAP ID and the meter at that meter point is never broken or changed.6. Preventing the replacement of valid MAP ID data - If a meter point has a MAP ID assigned and a later RGMA flow replaces this ID with a blank entry, a void entry or an alternative MAP ID, but there is no change in the meter serial number assigned to that meter point, then the system MUST retain the existing MAP ID. MAP ID on an existing meter will not change over time except in the rare event of a MAP sale of assets which is covered in point (13) below.7. Validation Checks on the MAM flow to CDSP – when the MAM flow is validated, CDSP must check that a MAP ID has been provided and reject the flow if this is missing. We would also recommend that the MAP ID provided is compared to data already held by the CDSP in line with point (6) above. 8. Use of the MAM provided data – How long will the CDSP wait for a corresponding Shipper JOB/UPD RGMA update to be received before using the MAM data to populate the MAP Id into the core Supply Point Register? The length of the wait needs to be restricted to ensure that the CDSP is updated in a timely manner. If a large time delay is introduced then this could result in CSS switching notifications going to the incorrect MAP.9. Validation Checks on the Shipper flow to CDSP – in Scenario 1 of the data population scenarios you state that when the Shipper updates the Supply Point Register with a JOB/UPD RGMA flow that contains a Valid MAP Id then this will be used to populate the MAP Id. Please can you define the term MAP ID and also detail any validation done on the MAP Id provided by the shipper. As per (6) and (7) above we believe that the MAP Id provided should be validated against any data already held by the CDSP relating to that meter point and meter serial number.10. MAM data received after a shipper flow has created a blank MAP ID field – in Scenario 3 you state that a valid MAP Id provided by the MAM will not be used to populate the MAP Id field if a shipper flow has already set the MAP Id to blank. We believe that this approach is incorrect and the MAM provided value should be used to correct the blank record. This will help to maintain MAP Id when the RGMA flow population route has failed rather than allowing that failure to disrupt the MAP Id field maintenance.11. Use of MAM provided data where no corresponding Shipper update is provided – Scenario 4 sets out that MAM provided data will be ignored if there is no corresponding Shipper flow. Again we believe that this approach is wrong and a MAM flow with no matching shipper flow should then prompt the CDSP to follow up with the Shipper to remedy the non-provision of a flow rather than ignoring the event. 12. Comparison of MAM and Shipper data flows to CDSP - Ignoring data provided directly to CDSP by MAMs where it doesn’t correspond to an identical flow from the Shipper will allow industry data held by CDSP to be out of line with the actual equipment on sites as data updates will be missed. Rather the CDSP should be using the mis-match of data flows between the MAM and the Shipper to identify situations when data updates are being missed and identify where the existing RGMA flow route (MAM to Supplier to Shipper to CDSP) the update is failing to progress.13. Bulk Updates to MAP Ids - Sales of assets from one MAP to another is an exceptional event (it has never happened so far and if it did then the new MAP would most likely inherit and retain the existing MAP ID and so not require any changes to industry data). Bulk change of MAP ID due to sale of assets should be a separate process administered by XOServe and permitted by shippers. This is the most efficient way to ensure that bulk change in exceptional circumstances can be carried out and data accuracy maintained. MAPs trying to effect this change via supplier or MAM contacts is ineffective and will not be capable of capturing all the data changes required and must not be relied on by industry parties.14. Ability of MAPs to notify when CDSP held data is incorrect - There is no mechanism for any industry party (other than the shipper who has no inherent interest in the accuracy of the MAP Id field) to query incorrect MAP Id data and get data errors corrected. XOServe need to consider introducing a new mechanism to enable MAP Id data to be updated in some circumstances where it can be shown to be incorrect. The current mechanism requires a MAP to notify the MAM/Supplier that the MAP Id data is incorrect and then request them to send a data flow through the system (MAM to Supplier to Shipper to CDSP) to correct the data error. This method is impractical, time-consuming to all parties involved and prone to the usual data flow failures when data is not passed on through the system in a timely manner. We believe that the availability of a corrective facility to MAPs will enable MAP Id data accuracy to be maintained in the longer term and compensate for other shortcomings in the data flow and data update processes proposed to be used for the MAP Id data.We welcome the opportunity to comment on this proposal put forward by XOServe and hope that XOServe can provide resolution on each of the points we have raised above. This is an opportunity for XOServe to provide a new robust system for maintaining the MAP Id data held by CDSP so as to ensure that data accuracy is maintained in the longer term. We do not believe that data accuracy will be maintained at a sufficient level if the points we raise above are not actioned by XOServe as part of the solution provided. |
| Confirm Target Release Date? | N/A | «h1\_userDataAlternative» |

# H1: Xoserve’ s Response

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| Xoserve Response to Organisations Comments: | Thank you for your response to the Detail Design Change Pack for XRN4780-C. Scope of this change has been set by DSC and therefore variation of such would not be supported for implementation in November-21, without increased costs and potential delay in implementation. We have reviewed your detailed points, have provided individual responses accordingly and your concerns have been noted for presentation at the Extraordinary ChMC on the 5th May 2021.1. Mandation of the MAP Id in Shipper to CDSP RGMA flows was provided to DSC parties as a potential Solution Option for XRN4780-C, however, this was not the preferred solution as it would represent a serious risk to the CDSP’s ability to accept otherwise valid RGMA flows which in turn would significantly reduce asset data accuracy and settlement processes. 2. The CDSP has no jurisdiction with regards to enforcing the mandation of MAP Id in RGMA flows across the industry. It is expected that going forward REC would be monitoring such obligations to which the CDSP could play a role in providing data in relation to this, however the scope of such activities is not yet known.3. Reporting output has not been considered within the solution of XRN4780-C, however the solution is being designed to ensure potential future reporting can be accommodated. One of the considerations for this is that data to be received from MAMs is currently unknown, scoping requirements for the including of reporting against Shipper provided flows could be regret spend and require re-work. It is also not yet understood the scope of REC reporting and the CDSPs involvement in such, which if progressed with at this stage could duplicate effort and increase cost. It has always been the CDSPs aim as a result of XRN4780-C to increase reporting in the RGMA space across the interested parties to aid data quality throughout the industry, but how this solidifies is currently not know but avenues are being investigated.4. As previously stated, DSC decision to not peruse mandating the MAP Id in Shipper provided RGMA flows due to the potential negative impact on settlement data stands and therefore, within the solution for XRN4780-C, RGMAs will not be rejected if they do not contain a MAP Id value/invalid value, the CDSP will look to supplement this via MAM provided RGMAs. 5. The solution being covered under XRN4780-C is not looking to lock in a MAP Id on an asset. If the CDSP is informed of an amendment to a MAP Id via Shipper provided RGMA updates (or supplementary MAM data), then these will take effect within the Supply Point Register. The CDSP is not in the position to determine the accuracy of such data being provided in regards to the MAP Id, just that the MAP Id being used is correct and registered with the CDSP. 6. The existing RGMA rules (introduced as part of XRN4780-B) that underpin the population/retention of MAP Id via Shipper provided flows are not being amended as part of XRN4780-C. The scenario that you have outlined is valid and the CDSP will not end date an existing MAP Id if informed via UPD flows. However, if informed via a JOB flow, the existing MAP Id will be end dated regardless of the presence of the same MSN.7. Validation on inbound MAM file flows will contain file level validations on mandatory in accordance with the file format. Additional record level validations will be carried out on the data and if not as expected, will be rejected back to the submitting MAM. Specifically, for MAP Id, this is proposed to be conditional mandatory depending on the type of updates being received, (e.g. Removal flows does not need to have a MAP Id provided as this may not be known).8. The CDSP will not populate a MAP Id in the Supply Point Register directly from a MAM provided update without the presence of a Shipper provided RGMA update. If no Shipper RGMA update is received and processed, then no check will be done to obtain the MAP Id from MAM provided data.9. As per the Change Pack, if the Shipper provides a valid MAP Id within their RGMA flow then the CDSP will use this to update the Supply Point Register and will not look to the MAM provided data. Shipper provided MAP Id will take precedent over MAM provided data. We will assure the Shipper provided MAP Id against MDD/CDSP registry and ensure that, before loading into UK Link, this is a real MAP Id (the same will be done against MAM provided MAP Id if used). 10. The scenario you have highlighted is correct within the solution proposed, the CDSP will not be updating the MAP Id if the MAM update is received after the Shipper RGMA flow is processed. Processing a MAM update after the processing of a Shipper update will, from a data perspective, look exactly like a MAM direct update, something that is not being considered as part of this change.11. Regarding direct MAM updates to the Supply Point Register for the MAP Id data item, this was discussed as a possibility however deemed very complex from a solution/process perspective where the MAM flows are not updating the RGMA details as a whole within the Supply Point Register. Timings and potential miss alignment of asset details come into play leading to very complex scenarios for the updating of MAP Id directly from the MAM. Another consideration is that the Shipper is to retain the responsibility for updating the Supply Point Register as per UNC and the remit of XRN4780-C being to supplement, where not provided by the Shipper, the MAP Id from the MAM (where available).12. Please see response to point 2 above. 13. Bulk updates to MAP Id within the Supply Point Register is not something that is covered by the solution being introduced by XRN4780-C. If bulk updates are required in the future, then this would need to be looked at and addressed individually on a case by case basis. The CDSP will look to support in this but details of how this would materialise is unknown and not within scope of this Change Pack. 14. The scenario you have described is correct, there is no functionality as part of XRN4780-C to directly query and correct data within the Supply Point Register by parties other than the Shipper/MAM as outlined in the Change Pack. However, appointment/de-appointment flows are to be provided to MAPs informing them of such activity and if they feel an update has been processed incorrectly, can opt to discuss this with the appropriate industry parties to assist in resolving.The solution being implemented under XRN4780-C is trying to address elements of maintaining the MAP Id within the Supply Point Register so it can be passed to CSS in line with the obligations set out. We are aware that all scenarios are not covered by the solution but have to balance requirements against timings, DSC steer and existing industry processes. It may be felt that additional processes/monitoring is needed going forward to build on the work being implemented under XRN4780-C, but this would need additional work across the industry, something the CDSP can/will be involved in but ultimately lead and supported by the industry as a whole. |

Please send the completed representation response to uklink@xoserve.com

H1: Change Representation

(To be completed by User and returned for response)

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| User Contact Details: | Organisation: | Scottish Power |
| Name: | Helen Bevan |
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| Telephone: | 01416145517 |
| Representation Status: | Approve |
| Representation Publication: | Publish |
| Representation Comments: | We do approve this change, however, a point was raised within the business in regards to the Shipper being removed from the process and for the MAM to just update, as this was something that we would have liked to have seen. |
| Confirm Target Release Date? | Approve | «h1\_userDataAlternative» |

# H1: Xoserve’ s Response

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| Xoserve Response to Organisations Comments: | Thank you for your response to the Detail Design Change Pack for XRN4780-C, your support has been noted and will be presented at the Extraordinary ChMC on the 5th May 2021. Regarding direct MAM updates to the Supply Point Register for the MAP Id data item, this was discussed as a possibility however deemed very complex from a solution/process perspective where the MAM flows are not updating the RGMA details as a whole within the Supply Point Register. Timings and potential miss alignment of asset details come into play leading to very complex scenarios for the updating of MAP Id directly from the MAM. Another consideration is that the Shipper is to retain the responsibility for updating the Supply Point Register as per UNC and the remit of XRN4780-C being to supplement, where not provided by the Shipper, the MAP Id from the MAM (where available). |

Please send the completed representation response to uklink@xoserve.com