

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:	XRN 5218		
Change Title:	CDSP provision of Class 1 read service		
Date Raised:	03/08/2020		
Sponsor Representative Details:	Organisation:	Wales and West Utilities	
	Name:	Richard Pomroy	
	Email:	richard.pomroy@wwutilities.co.uk	
	Telephone:	07812 973337	
Xoserve Representative Details:	Name:	Ellie Rogers	
	Email:	Ellie.rogers@xoserve.com	
	Telephone:	01212 292 185	
	Business Owner:	TBC	
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 checked="" type="checkbox"/> NG Transmission	<input checked="" type="checkbox"/> IGT
	<input type="checkbox"/> All	<input type="checkbox"/> Other <Please provide details here>
Justification for Customer Class(es) selection	<p>The CDSP will be taking the current DNO responsibility of providing the Class 1 Supply Meter Point read service on behalf of Shippers. As of November 2020, IGT is an impacted party. This is due to IGT148 being raised which also transfers the obligation for Class 1 IGT sites to the CDSP.</p> <p>National Grid Transmission have also been included as an impacted party as the CDSP will be taking over the provision of all non-telemetered Class 1 sites.</p>	

A3: Proposer Requirements / Final (redlined) Change

Problem Statement:	The Transporter obligation of providing a Daily Meter Read service to Shippers for non-telemetered Class 1 Supply Meter points needs to be removed. The obligation needs to be transferred to the CDSP, who will then provide the Class 1 Supply Meter Point read service.	
Change Description:	<p>This is based upon a UNC Modification (0710 – CDSP provision of Class 1 read service) obligating the CDSP to take on Class 1 read provision on behalf of Shippers. The Modification was raised as the industry felt it appropriate for the provision of the service to be managed centrally and on behalf of Shippers which gives Shippers more control over this service. Although moving to CDSP provision does not provide each Shipper individual control, it allows Shippers to collectively define the service.</p> <p>The charges for Daily Metered (DM) assets and DM read charges will be removed from Transporter Metering Charging statements and will no longer be included in the invoices sent by the CDSP on behalf of Transporters. They will be replaced by DSC charges.</p> <p>This Change Proposal has been raised to put in place the processes and make the required changes to deliver what is set out within Modification 0710.</p> <p>IGT Modification IGT148 has been also raised, which looks to transfer the obligation of providing the IGT Class 1 Supply Meter Point service over to the CDSP. Therefore, as of November 2020, IGT is also an impacted party within this change.</p>	
Proposed Release:	Release: June 2021 (to confirm we do not expect this will require a Major Release and this may be delivery at the start of June)	
Proposed Consultation Period:	<input type="checkbox"/> 10 Working Days	<input type="checkbox"/> 15 Working Days
	<input type="checkbox"/> 20 Working Days	<input type="checkbox"/> Other [Specify Here]

A4: Benefits and Justification

Benefit Description:	<p>This change will give Shippers more control over the service as well as providing a centrally procured service for a low volume but vital activity.</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 UNC Modification Panel has approved 0710 to be implemented and implementation will be coincident with 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 – Removed

(see Section C for DSG recommendations)

A6: Service Lines and Funding

Service Line(s) Impacted - New or existing	<p>There are existing Service Lines under Service Area 1 which are 100% Shipper funded which relate to:</p> <ol style="list-style-type: none"> 1. Submit reads to Shippers by a given time on D+1 (TPD M 5.6) 2. Perform annual check reads and resynchronisation (TPD M 5.12) 3. Make consumption adjustments (TPD M 1.9.2) <p>These will remain but will be delivered by the CDSP as a service to Shippers rather than as service to Transporters following 0710 implementation; the funding will remain 100% Shippers.</p> <p>There will be a new Direct Service under Part A Service Area 3 (100% funded by Shippers) that will deliver the Class 1 Read Service (this will be related to the procurement, maintenance etc. of this service).</p> <p>There will also be 2 new Service Lines (expected under Service Area 22 – Specific Services) that Shippers and DNOs can opt to take if they wish:</p> <ol style="list-style-type: none"> 1. To provide within-Day readings obtained from Class 1 SMPs to Transporters on request 2. To provide within-Day readings obtained from Class 1 SMPs to Shippers on request <p>As it is on request it is a Specific Service.</p> <p>There will also be changes to the DSC charging statement.</p>
Level of Impact	TBC
If None please give justification	N/A
Impacts on UK Link Manual/ Data Permissions Matrix	<p>There is expected impacts to the UK Link Manual to 'end' invoicing for the Class 1 read service on behalf of Transporters and commence invoicing directly from the CDSP</p> <p>No impact expected to the Data Permissions Matrix</p>
Level of Impact	Minor impacts anticipated but this is going to be assessed
If None please give justification	N/A

Funding Classes :	Customer Classes/ Funding	Delivery of Change	On-going Budget Amendment
	<input checked="" type="checkbox"/> Shipper	XX %	100 %
	<input checked="" type="checkbox"/> National Grid Transmission	1 %	XX %
	<input checked="" type="checkbox"/> Distribution Network Operator	98 %	XX %
	<input checked="" type="checkbox"/> IGT	1 %	XX %
	<input type="checkbox"/> Other <please specify>	XX %	XX %
ROM or funding details:			
Funding Comments:	<p>Modification 0710 and this CP have been raised by a DNO, however the change will mean that going forward this service will be on behalf of the Shippers and will be funded by the Shippers through the DSC.</p> <p>Whilst the implementation will be DNO funded, the ongoing costs will be Shipper funded.</p>		

A7: ChMC Recommendation – Initial Review

Change Status:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer
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A8: DSC Voting Outcome – Solution Review

Change Status:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer
Industry Consultation:	<input checked="" type="checkbox"/> 10 Working Days	<input type="checkbox"/> 15 Working Days	
	<input type="checkbox"/> 20 Working Days	<input type="checkbox"/> Other [Specify Here]	
DSC Consultation Issue:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Date Issued:	15/02/2021		
Comms Ref(s):	2768.3 - RT - PO		
Number of Responses:	4 approval responses		
Solution Voting:	<input checked="" type="checkbox"/> Shipper	Approve	
	<input checked="" type="checkbox"/> National Grid Transmission	Approve	
	<input checked="" type="checkbox"/> Distribution Network Operator	Approve	
	<input checked="" type="checkbox"/> IGT	Approve	
Meeting Date:	10/03/2021		
Release Date:	Release: Adhoc aiming for 01/06/2021		

A8: ChMC Recommendation – Detailed Design

Change Status:	<input checked="" type="checkbox"/> Approve	<input type="checkbox"/> Reject	<input type="checkbox"/> Defer
Industry Consultation:	<input checked="" type="checkbox"/> 10 Working Days		<input type="checkbox"/> 15 Working Days
	<input type="checkbox"/> 20 Working Days		<input type="checkbox"/> Other [Specify Here]
DSC Consultation Issue:	<input checked="" type="checkbox"/> Yes		<input type="checkbox"/> No
Date Issued:	12/04/2021		
Comms Ref(s):	2808.6 – MT - PO		
Number of Responses:	No responses received		
Solution Voting:	<input checked="" type="checkbox"/> Shipper		Approve
	<input checked="" type="checkbox"/> National Grid Transmission		Approve
	<input checked="" type="checkbox"/> Distribution Network Operator		Approve
	<input checked="" type="checkbox"/> IGT		Approve
Meeting Date:	12/05/2021		
Release Date:	Release: Adhoc date TBC		

Section C: DSG Discussion

C1: Delivery Sub-Group (DSG) Recommendations

DSG Date:	22/02/2021
DSG Summary:	<p>ER presented this agenda item. ER provided a background on this change.</p> <p>ER stated that there is one option for this high level solution option.</p> <p>Option One - CDSP novate the existing contracts for the provision of the Class 1 read service and charge for the service via the DSC Specific Service invoice</p> <p>The changes required under XRN5218 are predominantly contractual as we expect the service provided by the Class 1 read service providers (DMSP) to remain relatively unchanged. The high level anticipated changes required to deliver Modification 0710 / XRN5218 are detailed below:</p> <ul style="list-style-type: none"> • Novation of current contracts from Transporters to the CDSP • Detailed assessment of processes as part of novation activities to verify Schedules

	<ul style="list-style-type: none"> • Invoicing changes to cease charging for the service on behalf of Transporters and commence CDSP charging under DSC • The introduction of an operational role to provide additional CDSP support to core customers for the Class 1 service. • Operational readiness activities within the CDSP <p>This option has a overall low impact to SAP4HANA and SAP BW and recommended as a Ad-Hoc release type. ER advised there is a view and target of 1st June 2021 as the implementation date. This has is still currently on track. The high level cost estimates for this change can be seen below:</p> <ul style="list-style-type: none"> • Implementation cost – £30,000 – 45,000 GBP • Ongoing cost - DMSP charge + £67,000 GBP per annum for the ongoing support recovered as a Specific Service charge <p>ER advised that this is out for consultation in a solution option change pack and that Change Managers will be asked to approve the proposed solution within the HLSO in order to continue progressing the Change.</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: Feb / Jun / Nov XX or Adhoc DD/MM/YYYY

DSG Date:	26/04/2021		
DSG Summary:	<p>KL presented this agenda item. KL advised that the Detailed Design change pack has been issued out for this change. There has been a change to the indicative implementation date, KL advised this had occurred after the slide deck and material had been published. There was a communication issued out from the UK Link mailbox Ref: 2816 – KL – ER.</p> <p>The implementation date in the Change pack says 1st June 2021 but this will now be no sooner than 1st August 2021. This will give time to look at some contractual issues going on with that Change. KL called out that the existing contracts will be novated across to the CDSP as well as the charging structure for reads and assets will be found in the DSC annual charging section. Furthermore, in regard to the charging for Class 1 read service, Shippers who utilise the Class 1 read service post-implementation will be charged via the DSC Specific Services Invoice rather than UK Link invoice and Charge types. In addition, this will include liabilities as well. Where a Shipper is due a liability payment, they will be credited via the DSC Specific Services Invoice.</p> <p>DSC Service Lines will have changes made to the CDSP service Line description table. This will include a new Direct Code Service Line performed on behalf of Shippers for ongoing procurement of the Class 1 service provider and additional Service Lines as described in the elements above.</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: Feb / Jun / Nov XX or Adhoc DD/MM/YYYY		

Section D: High Level Solution Options

D1: Solution Options

<p>Solution Option Summary:</p>	<p>The link to Change Proposal XRN5218 can be found here.</p> <p><u>Background</u></p> <p>XRN5218 has been raised to deliver the changes proposed through UNC Modification 0710S - CDSP provision of Class 1 read service</p> <p>This Modification proposes that the Central Data Service Provider (CDSP) provides the Class 1 Supply Meter Point (SMP) read service. It will remove the Transporter obligation to provide a Daily Read service to Shippers for non-telemetered Class 1 SMPs. It does not propose a change to the arrangements for directly connected telemetered Supply Meter Points on Distribution Network Operators (DNOs) or National Transmission System networks.</p> <p>The change proposes that the CDSP will take over the contractual arrangement currently in place between Transporters and the Daily Metered Service Providers (DMSP), to procure and provide the Class 1 read service. Following the implementation of Modification 0710 and this XRN, Transporters will no longer have any involvement in this arrangement and it will be managed by the CDSP who will be responsible for procuring this service on behalf of the Shippers.</p> <p>Please note, this proposal does not intend to materially change the current Class 1 read service, but rather who is responsible for procuring the service.</p> <p>At high level XRN5218 seeks to ensure:</p> <ul style="list-style-type: none"> • The novation of the current Transporter contracts with the DMSPs to provide the Class 1 read service to the CDSP <i>This will mean the CDSP will be the party contracting with the current DMSPs to provide the Class 1 read service on behalf of Shippers.</i> • Detailed assessment of processes as part of novation activities to verify contract Schedules <hr/> <ul style="list-style-type: none"> • Invoicing changes to cease charging Shippers for the service on behalf of the Transporters and commence charging Shippers directly by the CDSP
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This will mean Shippers will no longer be invoiced by the Transporters via a UK Link invoice for the Class 1 read service and instead be invoiced by the CDSP via the DSC Specific Service invoice.

- The introduction of an operational role to provide additional support for the Class 1 read service
This role will provide the ongoing additional support for the service including supporting the process of moving sites into Class 1.

- Operational readiness activities within CDSP

High Level Solution Option

The High-Level Solution Option (HLSO) for this change is available and can be found [here](#).

The HLSO outlines Xoserve have identified one option to deliver the requirements for the change:

Option 1: CDSP novate the existing contracts for the provision of the Class 1 read service and charge for the service via the DSC Specific Service invoice

It is worth noting that Modification 0710 has been approved by Panel and is awaiting implementation to align with the solution delivery set out within XRN5218.

As part of the development of Modification 0710 within the industry Workgroup, it was highlighted that the preference for delivery of this change was outside of the winter period. Based on this view from the industry, we will be aiming for implementation within summer 2021 (preferably 01 June 2021).

As detailed within the HLSO, the high-level cost estimate for the implementation of the change is £30,000 - £45,000
This is proposed to be DN, IGT and NTS funded.

The ongoing cost for the service is anticipated to be the DMSP charge + £67,000 per annum for the ongoing support recovered as a Specific Service charge.
This is expected to be funded by those Shippers which have Class 1 SMPs.

The HLSO clarifies that the changes required under XRN5218 are predominantly contractual as we expect the service provided by the Class 1 read service providers to remain relatively unchanged.

The main system changes expected are to the invoicing process. This involves ceasing to invoice for the service on behalf of the Transporters via a UK Link invoice and commence invoicing directly as the CDSP via the DSC Specific Service invoice.

Please note that these changes are anticipated to be internal to the CDSP and not expected to impact customer systems.

XRN5218 does propose the introduction of an additional ongoing resource to support the service including the process of moving sites into Class 1.

Please note that the option proposed is intended to minimise system change to all parties, therefore no Supplier (DMSP) costs have been accounted for within stated HLSO cost.

General Considerations:

- The service provider charge is not expected to change significantly, however an uplift will be applied to account for the additional ongoing CDSP support as detailed within the HLSO.
 - It is expected that there will continue to be a meter and read charge for the service – this is to limit system change to DMSP / CDSP / Shipper Users.
 - With the implementation of Modification 0710, Transporter liabilities will cease. The DMSPs will still be subject to the current service standards and will still be required to pay liabilities to Shippers where these agreed service standards are not met, however these are capped and will not include any Transporter liability payments.
 - Shippers will be charged for the service and credited any DMSP liabilities via the DSC Specific Service invoice.
 - The charges associated with the service will be included within the CDSP Annual Charging Statement.
1. Please note, Modification 0710 has been approved and is awaiting implementation based on the delivery of XRN5218.
- As part of XRN5218, the current contracts between Transporters and the DMSPs will be novated to the CDSP. These will be in place until the contracts expire in March 2023.
 - Before the existing contracts for the Class 1 service expire in March 2023, a new change will be raised to work with Shippers to understand what is required from the future Class 1 read service.
 - A procurement process will take place to put in place new contract(s) for the Class 1 read service post-March 2023. No costs associated with this future activity are included in the HLSO for XRN5218. This will be covered under a new Change Proposal and XRN.

	<ul style="list-style-type: none"> No Supplier (DMSP) costs have been included within the HLSO.
Implementation Date for this Solution Option:	An ad-hoc release is expected. The actual delivery date is to be confirmed but the intention is to implement on 01 June 2021.
Xoserve preferred option: (including rationale)	Option 1. This is the only solution option proposed as it allows an implementation outside of a release and supports the intention of the Modification.
DSG preferred solution option: (including rationale)	XRN5218 will be discussed at the next DSG meeting. Any views or preferences provided at DSG on the solution option will be included within the representations presented to ChMC.
Consultation closeout:	01/03/2021

Section E: Industry Response

Solution Options Review

E1: Organisation's preferred solution option

User Contact Details:	Organisation:	Wales & West Utilities
	Name:	Richard Pomroy
	Email:	richard.pomroy@wwutilities.co.uk
	Telephone:	07812973337
Organisation's preferred solution option, including rationale taking into account costs, risks, resource etc.	WWU supports this change, the development should be funded by Transporters and the ongoing costs by Shippers.	
Implementation Date:	Approve	
Xoserve preferred solution option:	Approve	
DSG preferred solution option:	Approve	
Publication of consultation response:	N/A	

E2: 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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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.	NGN supports Solution Option 1 and agrees with the implementation date Xoserve are aiming for	

Implementation Date:	Approve
Xoserve preferred solution option:	Approve
DSG preferred solution option:	Approve
Publication of consultation response:	N/A

E2: 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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E1: Organisation's preferred solution option

User Contact Details:	Organisation:	SSE Energy Supply Limited
	Name:	Megan Coventry
	Email:	megan.coventry@sse.com
	Telephone:	02392277738
Organisation's preferred solution option, including rationale taking into account costs, risks, resource etc.	We agree with the solution proposed. We assume that Xoserve will list the Class 1 read service charges as a distinct separate line item on the invoice, so that this is clearly identifiable for shippers and suppliers.	
Implementation Date:	Approve	
Xoserve preferred solution option:	Approve	
DSG preferred solution option:	Approve	
Publication of consultation response:	N/A	

E2: Xoserve' s Response

Xoserve Response to Organisations Comments:	Thank you for your representation, we will feed this into ChMC for a final decision. In terms of the invoice question, we are expecting the charges for this service to be issued via the DSC Specific Service invoice. As per the existing process, the DSC Specific Invoice has the description and specific charge for each service the customer is being invoiced for. This same approach will be applied for the Class 1 read service and the charges for the Class 1 read service will be described within the DSC Specific Services Invoice.
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E1: Organisation's preferred solution option

User Contact Details:	Organisation:	Centrica
	Name:	Oorlagh Chapman
	Email:	Oorlagh.Chapman@centrica.com
	Telephone:	07557 614769
Organisation's preferred solution option, including rationale taking into account costs, risks, resource etc.	<p>Approve</p> <p>The service provider charge is not expected to change significantly, however an uplift will be applied to account for the additional ongoing CDSP support as detailed within the HLSO.</p> <p>Do Xoserve have an idea on the amount the "uplift" will be? And will it be the same across all sites?</p>	
	<p>With the implementation of Modification 0710, Transporter liabilities will cease. The DMSPs will still be subject to the current service standards and will still be required to pay liabilities to Shippers where these agreed service standards are not met, however these are capped and will not include any Transporter liability payments.</p> <p>When the contract is novated can we have a view of service standards for our sites?</p>	
	<p>The charges associated with the service will be included within the CDSP Annual Charging Statement.</p> <p>Will we be able to see MPRN and site specifics for example, if a site is lost mid-month are we still charged for the full month? It would be good to understand how the costs can be associated to individual sites.</p>	
	<p>Partially related to Mod 0710, has OFGEM or the industry not set any timescale for ensuring all DMR sites are telemetered?</p>	
	<p>My other concern would be that as/when sites move to telemetered the costs per MPRN that is non-telemetered could increase to the point that they are disproportional.</p>	
Implementation Date:	Approve	
Xoserve preferred solution option:	Approve	
DSG preferred solution option:	Approve	
Publication of consultation response:	N/A	

E2: Xoserve's Response

Xoserve Response to Organisations Comments:	Thank you for your representation, we will feed this into ChMC for a final decision.
	The estimated uplift in the DMSP cost has been detailed in the HLSO as 67,000 GBP per annum. This annual uplift will be applied

	<p>across all Class 1 sites which receive the DM service. As specified within the HLSO, this uplift is to account for the additional CDSP support for the service.</p> <p>In terms of the service standards which determine whether a liability must be paid by the DMSP, pre-Modification 0710, this was detailed within the UNC. Post-Modification 0710, as you have mentioned, the Transporter liabilities will cease. We have proposed that these service standards which will determine whether a liability must be paid will be detailed within a DSC supporting document which is governed by the CoMC.</p> <p>With regards to the Annual Charging Statement, we expect this will detail the rate for the service (read and asset rates separately) and this should be at network level.</p> <p>In terms of the site specifics, the same logic that is currently in place will be applied however the invoice this is charged within is different (moving from UK Link to DSC Specific Service invoice).</p> <p>Unfortunately we are unable to comment on the last point regarding the timescales for DM sites moving to telemetered. It is worth noting that the contract for this service which is being novated to the CDSP is due to expire in March 2023. If there has been considerable changes in the population of the DM sites which require this service, we will have to consider this as part of the procurement process.</p>
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Section F: Approved Solution Option

F1: Approved Solution Option

XRN Reference:	XRN5218 – Modification 0710 - CDSP provision of Class 1 read service
Solution Details:	Option 1: CDSP novate the existing contracts for the provision of the Class 1 read service and charge for the service via the DSC Specific Service invoice
Implementation Date:	01/06/2021 Proposed Implementation date
Approved By:	ChMC
Date of Approval:	10/03/2021

Section G: Change Pack

G1: Communication Detail

Comm Reference:	2808.6 - MT - PO
Comm Title:	XRN5218 – Mod0710 – CDSP provision of Class 1 read service
Comm Date:	12/04/2021

G2: Change Representation

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

G3: Change Detail

Xoserve Reference Number:	XRN5218
Change Class:	Invoicing
ChMC Constituency Impacted:	Shipper Users (specifically with Class 1 SMPs) Distribution Network Operator (DNO) IGT** and National Grid NTS** <i>** IGT and NTS processes or interfaces are not understood to be impacted by this change, but as parties in receipt of data from the DM Service review is requested and views specifically invited</i>
Change Owner:	Ellie Rogers Customer Change Specialist +441212292185 ellie.rogers@xoserve.com
Background and Context:	<p>The link to Change Proposal XRN5218 can be found here.</p> <p>XRN5218 has been raised to deliver the changes proposed through UNC Modification 0710S - CDSP provision of Class 1 read service (and the IGT equivalent, IGT Modification 148 - Provision of Class 1 meter read service on IGT networks by the CDSP)</p> <p>UNC Modification 0710 (and IGT148) proposes that the Central Data Service Provider (CDSP) provides the Class 1 Supply Meter Point (SMP) read service. It will remove the Transporter obligation to provide a Daily Read service to Shippers for non-telemetered Class 1 SMPs. It does not propose a change to the arrangements for directly connected telemetered Supply Meter Points on Distribution Network Operators (DNOs) or National Transmission System networks.</p> <p>The change proposes that the CDSP will take over the contractual arrangement currently in place between Transporters and the Daily Metered Service Providers (DMSP), to procure and provide the</p>

	<p>Class 1 read service. Following the implementation of Modification 0710 and this XRN, Transporters will no longer have any involvement in this arrangement and it will be managed by the CDSP who will be responsible for procuring this service on behalf of the Shippers.</p> <p>Please note, this proposal does not intend to materially change the current Class 1 read service, but rather who is responsible for procuring the service.</p> <p><i>Please note, Modification 0710 was approved by the UNC Modification Panel on the 15th October 2021 and is awaiting an implementation date.</i></p> <p><i>IGT148 is awaiting Panel approval which is expected in May 2021.</i></p> <p><i>The UNC Workgroup that developed Modification 0710 stated a preference for implementation of this change outside of the winter period. The aim is to implement on 01 June 2021. Please note this is an indicative date only.</i></p>
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G4: Change Impact Assessment Dashboard (UK Link)

Functional:	Invoicing
Non-Functional:	Operational processes
Application:	SAP4HANA (internal system)
User(s):	Shipper Users
Documentation:	DSC Specific Services Invoice CDSP Annual Charging Statement CDSP Service Line Description Table
Other:	Not Applicable

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

G5: Change Design Description

XRN5218 seeks to ensure:

- The CDSP takes over the contractual arrangements currently in place between Transporter and the DMSPs to provide the Class 1 read service
This will mean the CDSP will be the party contracting with the current DMSPs to provide the Class 1 read service on behalf of Shippers.
- Invoicing changes to cease charging Shippers for the service on behalf of the Transporters and commence charging Shippers directly by the CDSP
This will mean Shippers will no longer be invoiced by the Transporters via a UK Link invoice for the Class 1 read service and instead be invoiced by the CDSP via the DSC Specific Service invoice.
- The introduction of an operational role to provide additional support for the Class 1 read service
This role will provide the ongoing additional support for the service including supporting the process of moving sites into Class 1.

This Change Pack will detail how the process is proposed to work and explicitly detail the changes which will be introduced as a result of XRN5218 being implemented.

Key impacts / changes

- **Contractual arrangements between the CDSP and DMSPs**

There are currently two DMSPs which are split by geographical location.

- GTM - National Grid Metering
- SGM - SGN Commercial Services Ltd

Currently each DNO engages a DMSP to provide the Class 1 read service. Following the implementation of Modification 0710, where possible the existing contracts will be novated across to the CDSP. The CDSP will procure the services from the current service providers to provide the Class 1 read service.

To reiterate, we do not anticipate the Class 1 read service to materially change but simply the party responsible for procuring the service which will consequently have impacts with regards to the invoices that Shippers receive in respect to this service. The current DMSPs will continue to provide the service.

The existing contracts will be novated across to the CDSP for the remaining contracting period which is until 31 March 2023. Before the existing contracts for the Class 1 service expire in March 2023, a new change will be raised to understand what Shippers require from the future Class 1 read service.

To confirm the procurement process for the new contract post-March 2023 will be managed under a separate Change Proposal.

- **Class 1 Read Service Charging Structure**

Currently the DNOs publish the charges associated the Class 1 read service within their respective Transporter Metering Charging statements.

Within the statements it details:

- The DM asset charge in pence a day and £ a year
- The DM read charge in pence a day and £ a year

As detailed within Modification 0710, these Daily Metered (DM) asset and DM read charges will be removed from each DNOs Transporter Metering Charging statements.

Following the implementation of this XRN, going forwards the charges for the Class 1 read service (asset and read) will be published within the CDSP DSC Annual Charging Statement. For reference, this document is published [here](#).

This will be detailed within the DSC Specific Services Charges section of the document.

As requested by the DSC Contract Management Committee (CoMC), within the Annual Charging Statement, the DM asset and DM read charge per network area will be detailed.

For example:

Reference	Service Requirements Description	Charging Measure	Charging Period	Charge (£) Excluding VAT
TBC depending on the Specific Service reference	Provision of the Daily Metered service for datalogged Class 1 Supply Meter Points	Charging Measure is dependent on the geographical location of the Supply Meter Point	GTM Network – TGT	Asset charge – [pence a day] Read charge – [pence a day]
			GTM Network – GT3	Asset charge – [pence a day] Read charge – [pence a day]
			GTM Network – GT5	Asset charge – [pence a day] Read charge – [pence a day]
			SGM Network – GT2	Asset charge – [pence a day] Read charge – [pence a day]
			SGM Network – GT4	Asset charge – [pence a day] Read charge – [pence a day]

Please note this is an example only of the structure of the charges within the Annual Charging Statement.

As well as the DM asset (meter rental) and DM read charges, post-implementation of this XRN, the Annual Charging Statement will also detail the within-day service charge.

For the within-day service, the rate per network area (where applicable) will be detailed in the Statement.

The other element of this service is the liabilities. A Shipper could receive a liability credit in accordance with the liabilities logic currently set out within UNC Section M (and to be detailed within the DSC Supporting Document post Modification 0710 implementation – *this will be covered below*).

Information about each element of the service are detailed below.

- **Charging for the Class 1 read service**

Currently the CDSP invoice the Shippers who utilise the Class 1 read service on behalf of the relevant Transporter. This is charged through a UK Link invoice specifically:

- ADP – Meter Reading Data logger charges Invoice
 - P01 – DM Meter Reading Charge
 - P02 – DM Meter Reading Adjustment
 - P03 – Datalogger Asset Charge
 - P04 – Datalogger Asset Adjustment Charge
- The Supporting Information (SI) for the Meter Reading Charge is issued directly from the DMSP to the Shipper.
- The SI for the Meter Rental Charge is issued by Xoserve via email

Following the implementation of XRN5218, the Shipper will no longer be charged for the Class 1 read service via the UK Link ADP invoice and the P01 and P03 charge types.

Please note – we have identified instances that the P03 Charge is utilised for special metering and therefore you could still receive this charge type and invoice within this context.

Shippers who utilise the Class 1 read service post-implementation will be charged via the DSC Specific Services Invoice.

Invoicing through this mechanism will utilise the existing process, terms and timescales. The key information related to this process is detailed below:

- The Specific Services Invoice will be issued monthly on D+16
The [2021 Billing Calendar](#) includes the date in which the Specific Services Invoice is issued each month.
- There will be one Specific Services Invoice per customer
This invoice will include the monthly charge for any Specific Service related to the customer. For example, a Specific Service Invoice for Shipper ABC might include:
 - *Class 1 read and asset charge*
 - *Data Enquiry Service*
 - *Telephone Service*
- For reference, the template for the DSC Specific Service Invoice can be found below (please note: the second page of the invoice which includes the payment methods and bank account details have been removed from this template):

[Specific Invoice Template](#)

- Within the DSC Specific Service Invoice, the charges for the Class 1 read service will be displayed on different 'lines' at a network level as detailed within the example Charging Statement table.
Please note the 'lines' you receive within the invoice will depend on the network your Class 1 Supply Meter Points are within.
- The DSC Specific Service Invoice will be emailed to the designated contact within your organisation that is currently recorded to receive the Invoice.

Please note, as the Class 1 read service will be issued via the DSC Specific Service Invoice following the implementation of this change, if you would like to add an additional contact(s) from your organisation to receive the DSC Specific Invoice going forward, please email xoserve.invoicing@xoserve.com and confirm who you would like to be added to receive this invoice.

- Please note, the charge for the Class 1 read service will be issued 1 month in arrears. For example, if the service was provided in July 2021, the charge for this service will be within the August 2021 DSC Specific Service Invoice.
- In terms of SI for the Class 1 read service:
 - The DMSPs will continue to send the SI for the read element directly to the Shipper.
 - The CDSP will send the asset (meter rental) SI to the Shipper via email on the same day the Specific Service Invoice is issued (D+16).
Please note, this will be sent to contact(s) from your organisation recorded to receive the DSC Specific Invoice.
 - The structure of the asset (meter rental) SI is expected to remain as is, the only change will be the removal of UK Link invoice references and charges.

A draft example of the Datalogger Meter Rental Charges SI format for both DMSPs can be found below:

[TEMPLATE - Datalogger Meter Rental Charges - Supporting Information – GTM](#)

[TEMPLATE - Datalogger Meter Rental Charges - Supporting Information - SGM](#)

- The payment terms for all charges within the DSC Specific Invoice is 28 calendar days (20 business days).
Please note, these payment terms are different to the UK Link Invoices (12 business days) which is currently how these charges are invoiced.
- The DSC Specific Service Invoice will confirm the 'Payment Due Date' and detail how it should be paid.

- **The within-day service**

Upon request, the DMSPs can provide an additional within-day read service whereby the requesting party will directly receive hourly consumption data.

The means in which a Shipper requests and receives the within-day service will remain as it currently is (directly between the DMSP and Shipper), however the way this service is charged will change with the implementation of this XRN.

Currently the CDSP invoice the Shippers who receive the within-day service on behalf of the relevant Transporter. This is charged through a UK Link invoice:

- ANC – Ancillary Invoice
 - N67 - WITHIN DAY INVOICING DEBIT
 - N66 - WITHIN DAY INVOICING CREDIT
- The SI for the within-day service is issued by Xoserve via email

Shippers who take up the within-day service post-implementation of this XRN will be charged via the DSC Specific Services Invoice rather than the above UK Link invoice and charge types.

The logic detailed within the 'Charging for the Class 1 read service' will apply for the this charge as well. This will be the same process, terms and timescales.

- Where a Shipper takes up this service, they will receive a separate line for the charge within the DSC Specific Service invoice.
- The DSC Specific Service Invoice will be emailed to the designated contact within your organisation that is currently recorded to receive the Invoice.
Please note, as the within-day service will be issued via the DSC Specific Service Invoice following the implementation of this change, if you would like to add an additional contact(s) from your organisation to receive the DSC Specific Invoice going forward, please email xoserve.invoicing@xoserve.com and confirm who you would like to be added to receive this invoice.
- Please note, the charge for the within-day service will be issued at least 1 month in arrears. For example, if the service was requested and provided in July 2021, the charge for this service will earliest be within the August 2021 DSC Specific Service Invoice.
- In terms of SI for the within-day service, it will remain as is and the CDSP will send the SI to the Shipper via email on the same day the Specific Service Invoice is issued (D+16).
Please note, this will be sent to contact(s) from your organisation recorded to receive the DSC Specific Invoice.
- Please see an example SI template for the within-day service

TEMPLATE - WITHIN-DAY (BBR) SERVICE SUPPORTING INFORMATION

- Please note, following the implementation of this change, Shippers will only be invoiced within the SGM geographical locations (GT2, GT4) for the within-day service and therefore will only receive invoice SI for these areas.

Please note, DNOs will continue to receive the within-day service through the existing process.

• Crediting Class 1 Liabilities

Currently the DNOs are obligated to pay liabilities to the Registered User of a SMP where a Valid Meter Reading is not provided in line with the service standards set out within the UNC. This is detailed within UNC Section M 7.2 – Provision of Meter Readings. The DMSPs will provide up to a capped amount of these liabilities and anything above the cap will be a Transporter obligation to pay. This obligation will be removed following implementation of Modification 0710.

Please see the extract from [UNC Section M](#) below:

EXTRACT FROM UNC SECTION M - LIABILITIES

As detailed, following the implementation of Modification 0710, Transporter liabilities for the Class 1 read service will cease and the current UNC Section M 7.2 as detailed above will be removed from the UNC.

The DMSPs will continue to pay the liabilities up to the relevant cap.

Please note, the logic in which the liabilities are calculated will remain as is. Although this information is being removed from the UNC, we intend to provide this detail within a DSC Supporting Document for the Class 1 Read Service which will be governed by the DSC CoMC.

Currently the CDSP credit the Shippers who incur liabilities under the Class 1 read service on behalf of the relevant Transporter. This is through a UK Link invoice:

- LIA – SERVICE STANDARD LIABILITIES
 - 823 - SERVICE STANDARD LIABILITIES
- The SI for the is issued by Xoserve via email

Where a Shipper is due a liability payment, post-implementation of this XRN, they will be credited via the DSC Specific Services Invoice rather than the above UK Link invoice and charge types.

As per the Class 1 read service and the within-day service, the liability credit will be included within the DSC Specific Service Invoice. This will be the same process, terms and timescales.

- Where a Shipper is due a liability payment, they will receive a separate line for the credit within the DSC Specific Service invoice.
- Unlike the Class 1 read service and within-day read service where the Shipper is being charged, the liability is a credit.
- This credit will be deducted from the total of the Shippers DSC Specific Service Invoice.
- Please note, if the Shipper has no debit within the DSC Specific Service Invoice to offset the credit against, the Shipper will be contacted by Xoserve regarding how they will receive the liability credit. The options will be either issuing a pure credit invoice or offsetting the credit amount.
- The DSC Specific Service Invoice will be emailed to the designated contact within your organisation that is currently recorded to receive the Invoice.
Please note, as the liability credit will be issued via the DSC Specific Service Invoice following the implementation of this change, if you would like to add an additional contact(s) from your organisation to receive the DSC Specific Invoice going forward, please email xoserve.invoicing@xoserve.com and confirm who you would like to be added to receive this invoice.
- Please note, the liability credit will be issued at least 2 months in arrears as per the current process. For example, if the liability occurred in July 2021, the credit would be on the DSC Specific Service Invoice in September 2021.
- In terms of SI, we are proposing the structure of the Class 1 read service liabilities SI is slightly updated. The current SI is based on legacy data and service areas which are no longer relevant. Based on this we have proposed an updated format in line with DSC standards.
- The CDSP will send the SI to the Shipper via email on the same day the Specific Service Invoice is issued (D+16).
Please note, this will be sent to contact(s) from your organisation recorded to receive the DSC Specific Invoice.
- Please see an example of the proposed SI template for the Class 1 liabilities

TEMPLATE CLASS 1 LIABILITIES SUMMARY MMY – SUPPORTING INFORMATION

• **DSC Service Lines**

Changes will be required to the CDSP Service Line Description Table as a result of this XRN.

This will include a new Direct Code Service Line performed on behalf of Shippers for the ongoing procurement of the Class 1 service provider.

There will also be additional Specific Service Lines for the different elements of the service described above (Class 1 read and asset service, within-day service and liabilities).

The changes to the Service Line Description Table will follow the standard process and will be ultimately approved by the DSC CoMC.

• **Key Considerations**

- Please note that the new approach for invoicing for the service and crediting liabilities will be the month after the implementation of the change. The aim is to implement Modification 0710 / XRN5218 on 01 June 2021. Taking this date, invoicing for the charges incurred in May would happen as per the current process (via UK Link invoices on behalf of Transporters) in June and the first time the new approach for invoicing for this service (via DSC Specific Services Invoice) will be for charges incurred in June and invoiced in July onwards.

G6: Associated Changes

Associated Change(s) and Title(s):	UNC Modification 0710S - CDSP provision of Class 1 read service (and the IGT equivalent, IGT Modification 148 - Provision of Class 1 meter read service on IGT networks by the CDSP)
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G7: DSG

Target DSG discussion date:	26/04/2021
Any further information:	N/A

G8: Implementation

Target Release:	Ad hoc release – aiming for 01 June 2021 but this is still an indicative date.
Status:	For approval

Section H: Representation Response

H1: Change Representation

(To be completed by User and returned for response)

User Contact Details:	Organisation:	<i>NO REPS RECEIVED FOR THIS CHANGE PACK</i>	
	Name:	N/A	
	Email:	N/A	
	Telephone:	N/A	
Representation Status:	N/A		
Representation Publication:	N/A		
Representation Comments:	N/A		
Confirm Target Release Date?	N/A		N/A

H1: Xoserve' s Response

Xoserve Response to Organisations Comments:	N/A
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Please send the completed representation response to uklink@xoserve.com

Version Control

Document

Version	Status	Date	Author(s)	Remarks
1.0	For approval	31/07/2020	Kate Lancaster	To be assessed and approved by August ChMC
2.0	DSG	26/08/2020	Rachel Taggart	Updated with the outcome from ChMC on 12 th August
3.0	DSG	02/03/2021	Chan Singh	Updated CP with discussions from DSG 22 nd February 2021
4.0	Approved	16/03/2021	Rachel Taggart	Updated with Solution Change Pack and responses Updated with the outcome from ChMC on 10/03/2021
5.0	Approval	05/05/2021	Megan Troth	Updated with Section G Detail Design Change Pack (Issued in April 2021)
6.0	With DSG	05/05/21	Chan Singh	CP updated with discussions from DSG 26 th April 2021
7.0	Approved	14/05/2021	Rachel Taggart	Updated with the design outcome from ChMC on 12/05/2021