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Document title: 6i - GDWG Options A and Bi (9 Dec)

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Comparison Of Option A and Option B(i)

9th December 2014

	Option A	Option B(i)
Systems	<p>CVSL:</p> <ul style="list-style-type: none"> GMSL 9 month implementation (start Apr '15 post CVSA amendment) Set up cost £TBA <p>NG:</p> <ul style="list-style-type: none"> Xoserve 12 month implementation ~ (start after Oct '15) Set up cost at least £0.5M <p>In addition to set up costs there will be ongoing costs</p>	<p>CVSL:</p> <ul style="list-style-type: none"> GMSL 9 month implementation (start Apr '15 post CVSA amendment) Set up cost £TBA Will additionally require NG billing/invoicing system for the LFS. <p>NG:</p> <ul style="list-style-type: none"> Xoserve 12 month implementation ~ (start after Oct '15) Set up cost £0.5M+ In addition to work for Option A, will also require an invoicing/billing system for the LFS <p>In addition to set up costs there will be ongoing costs</p>
Funding	<p>CVSL:</p> <ul style="list-style-type: none"> Users need to agree to pay via commercial agreement <p>NG:</p> <ul style="list-style-type: none"> Require a UNC User Pays Mod for any Xoserve funding 	<p>CVSL:</p> <ul style="list-style-type: none"> Users need to agree to pay via commercial agreement <p>NG:</p> <ul style="list-style-type: none"> Require a UNC User Pays Mod for any Xoserve funding

	Option A	Option B(i)
Contractual	<p>CVSL :</p> <p>CVSA - requires amending</p> <ul style="list-style-type: none"> • All Shippers, 2 votes required with a 75% pass mark • Commence drafting Jan '15 <p>CVIA – Unclear if required to amend</p> <ul style="list-style-type: none"> • Legal advice pending • 100% pass mark by all Shippers, all producers, DFO's <p>NG:</p> <ul style="list-style-type: none"> • If required to handle additional data, may require a separate contractual agreement with a DFO • UNC doesn't preclude NG from being a User Agent but new contractual arrangements required (as a minimum) • A UNC Mod may be required • Consideration of impacts to Transporter Licence 	<p>NG:</p> <ul style="list-style-type: none"> • Major UNC Mod and Ofgem approval for a Linepack Flexibility Service required (could include option A elements) <p>If required to handle additional data (option A aspects):</p> <ul style="list-style-type: none"> • May require a separate contractual agreement with a DFO • New contractual arrangements for NG to be User Agent • UNC Mod may be required • Consideration of impacts to Transporter Licence <p>CVSL (option A aspects only):</p> <p>CVSA - requires amending.</p> <ul style="list-style-type: none"> • All Shippers, 2 votes required with a 75% pass mark • Commence drafting Jan '15. <p>CVIA – Unclear if required to amend</p> <ul style="list-style-type: none"> • Legal advice pending • 100% pass mark by all Shippers, all producers, DFO's

	Option A	Option B(i)
Process	<ul style="list-style-type: none"> • Relatively simple algorithm • Additional data requirement from DFO's (5-5, 6-6, 5-6 DQ) • Possible amendment to NEA's 	<ul style="list-style-type: none"> • Relatively simple algorithm • Additional data requirement from DFO's • Possible amendment to NEA's • UNC Mod may not be compliant with Bal code and not approved by Ofgem • Challenging to deliver in the timescales • Some additional regulatory challenges
Shipper Impact	<ul style="list-style-type: none"> • Imbalance & scheduling exposure (Worst case scenario £2m ~18 months) • Last Shipper in chain impacted? • Impact on beach trading and short haul trading? 	<ul style="list-style-type: none"> • No/Less risk/exposure for Shippers • Cost for build and LFS to passed through to Shippers



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