

Explanatory Note to Modification: Creation of an iGT UNC
(references: ESP126, ESPC050, ESPN126, ESPP126, GPL40, GTC341, GUC21, IPL030, QPL030, SSE30, UGI32)

This note is intended to assist in the review of the draft iGT UNC. It should not be treated, however, as part of the modification proposals. As indicated in the modification proposals the draft iGT UNC has been based on the existing ES Pipelines Network code and has been marked up against that document. This note therefore seeks to explain the thinking behind the key changes. It does not comment on all of the changes nor does it seek to explain the underlying ES Pipelines Network Code as it is assumed that the majority of iGT shippers will be aware of that document.

General Comment	The structure of the documentation accompanying the modification proposal is that each Pipeline Operator should amend its Network Code to have a short form code which incorporates the iGT UNC. The short form code in addition may set out additional provisions which are to apply or it might disapply certain provisions of the iGT UNC in its Network Code. Whilst the draft iGT UNC cannot dictate what goes into a short form code and what therefore might override the iGT UNC, the draft iGT UNC seeks to highlight where something might be covered in a short form code by using phrases such as "Unless the Pipeline Operator's Network Code provides otherwise". This is intended to be a helpful flag but it is not a substitute for having regard to the short form codes.
Part A	This has been substantially amended to introduce additional definitions and provisions which explain how definitions are to be interpreted in the light of the draft iGT UNC being a document which is applicable to many transporters. In general these are based on equivalent provisions in the UNC. Note the definition of a Pipeline means that a Pipeline Operator could have more than one Pipeline but that the provisions of the Pipeline Operator's Network Code will apply in relation to each such Pipeline.
Part B	In this Part and elsewhere in the draft iGT UNC references to Transco have now been replaced with a reference to the Large Transporter. This is defined to mean National Grid and/or the appropriate DNO
Part B6	This Clause has been introduced to recognise the existence of a nested system. The draft iGT UNC does not contain substantive provisions in respect of nested systems as this is beyond the scope of these modification proposals.
Part CI 2.2	Reference is made in the draft iGT UNC in this Clause and elsewhere in the iGT UNC to the "Manual" and the "Computer System" and "System Communications". These provisions only apply where the relevant short form code so provides. The provisions in the iGT UNC provide the necessary links for the

	detailed provisions dealing with these matters which are contained in the relevant short form codes.
Part CI 6	Given the fact that the AQ Procedures Document is subject to the modification rules, the provisions have been removed from this document and inserted into the iGT UNC. The AQ Procedures Document still exists but the substantive provisions are now in the iGT UNC.
Part CI 8.2	Some Pipeline Operators have a confirmations only process for Larger and all New Supply Points. The iGT UNC recognises that there may be provisions in a Pipeline Operator's Network Code to provide for this. The iGT UNC envisages that DM Supply Points will require a nominations and offer process.
Part CI 13	Provisions have been inserted to reflect the bulk confirmations process which is operated in practice by all the iGTs.
Part CIV 5.8	Some Operators require that they carry out isolations and this drafting reflects this.
Part CV 2	Provisions have been inserted to clarify when an MPRN is given to a shipper in the case where the Pipeline Operator carries out siteworks
Part D 7	These provisions have been changed to reflect a recent modification proposal. However the implementation of these provisions have been delayed in the short form codes to the various dates specified in those codes.
Part G1	The individual charging definitions have been removed, as these were not common to all Transporters. The definition of Transportation Charges is now a generic one and the detail of the charges is contained in the various Transportation Statements.
Part G3.4	This provision has been inserted to make clear what the billing period will be for an invoice containing interest or an adjustment.
Part G4	These provisions have been inserted to support the codes of those Pipeline Operators which send invoices by way of System Communication.
Part G19	These provisions have been inserted to support the codes of those Pipeline Operators which operate code credit rules. The operation of and effect of those rules are contained in the relevant short form codes.
Part H6	This clause has been inserted as this was included in some of the existing network codes and had general applicability.
Part I 1.13	This provision has been inserted to recognise the existence of connected systems other than that of the Large Transporter.
Part J2.1	This provision recognises that there may be a connected system.
Part J8	This provision is only operated by ESP. This provision has therefore been removed from the iGT UNC and incorporated into all of the short form codes of the various ESP companies.
Part K 24.3(i)	This provision recognises that there may be other connected systems to which information may need to be passed.

Part K34	These additional provisions have been inserted to support the codes of those Pipeline Operators which make System Communications.
Part K 36.3 and 41	These provisions have been included although they are not yet implemented in the ESP code as the intention is that the Incident Procedure will be in place by the time of implementation of the iGT UNC (if the modification proposal is approved)
Part K42	This additional legal boilerplate has been included both because it is good practice but also particularly in the light of the fact that the iGT UNC is to be a common document for various iGTs.
Part L - Definition of Connection Point	This definition recognises that not all Pipelines will be connected to the Large Transporter System.
Part M	The modification rules have been amended in recognition of the fact that a modification proposal raised against the iGT UNC needs to have effect in the codes of all the Pipeline Operators and that the modification process will be operated on a co-ordinated basis so that there is one point of contact for the administration of modification proposals.
Part M 10	This includes drafting put forward in the recent Npower modification Proposal which has been approved in some iGT codes but not all. The drafting has been altered slightly to fit in with the iGT UNC and provide clarification.
Transition Document	This contains drafting which will apply as a result of the recent Scottish Power Modifications which have been approved for ESP but for which there is no specified implementation date. This document may also be used to deal with any modification proposals which are "in flight" at the time of implementation of the iGT UNC (if approved).