

ISG133/03 – CP Progression – CP1367

Meeting Name	Imbalance Settlement Group
Meeting Date	21 February 2012
Purpose of paper	For Decision
Summary	This report provides details of the background, solution, and impacts of CP1367 'Reporting data relating to the East-West Interconnector on the BMRS'. The ISG is asked to consider this report and approve the CP for implementation in June 2012.

1. Why Change?

- 1.1 The Balancing Mechanism Reporting Service (BMRS) receives, stores and publishes, as Fuel Type Categories, data relating to the existing England-France, Scotland-Northern Ireland and England-Netherlands Interconnectors. The BMRS provides market transparency, and to do so it needs to accurately reflect the activities of all Interconnectors. A new Interconnector between Wales and Ireland ('the East-West Interconnector') is due to become operational in the third quarter of 2012.
- 1.2 On 9 February 2012 the BSC Panel approved a new BMRA Fuel Type Category relating to the East-West Interconnector (see [Panel paper 194/04](#)) with effect from 28 June 2012. This CP sets out the system and document changes which are also required to enable the BMRS to receive, store and publish data relating to the East-West Interconnector.

2. Solution

- 2.1 ELEXON raised CP1367 'Reporting data relating to the East-West Interconnector on the BMRS' on 10 February 2012. This CP proposes to make the changes required to the BMRS and the NETA Interface Definition and Design (IDD): Part 1 in order for data relating to the East-West Interconnector to be reported individually on the BMRS. These changes are set out in the CP form and attached redlining.

3. Costs, Impacts and Implementation Approach

- 3.1 It is proposed that the changes set out in CP1367 are implemented on 28 June 2012 as part of the June 2012 BSC Systems Release. The Panel agreed this as the date on which the new Fuel Type Category for the East-West Interconnector would come into effect. The June 2012 Release is the last scheduled BSC Release before the new Interconnector is due to become operational.
- 3.2 Implementation in the June 2012 Release would deliver a significant cost reduction compared with implementing CP1367 either in the November 12 Release or as a standalone project. This is because our Service Providers can achieve efficiency benefits by coordinating the testing, development and

implementation of CP1367 with other software changes in the June 2012 Release, particularly changes arising from the [BMRS Zones Review](#).

- 3.3 28 June 2012 is therefore the optimal implementation date for this CP because it aligns with the last BSC Release before the Interconnector becomes operational, it minimises implementation costs and impacts and it allows implementation as part of a scheduled Release.
- 3.4 The estimated BSC Agent cost to implement the BMRS system changes for CP1367 in the June 2012 BSC Systems Release is approximately £64,000. This amounts to a saving of about £25,000 compared with the cost to deliver CP1367 outside the June 2012 Release.
- 3.5 ELEXON costs, due to management of changes in a Release and amendment of impacted documents, are minimal. Costs are estimated at approximately two Working Days effort, equating to £480. Again, this represents a significant saving compared with the cost of delivery outside the June 2012 Release. We have not conducted a full assessment of the impact of implementing CP1367 outside the June 2012 Release (i.e. not coordinated with other software changes in that Release) but we believe it would increase our costs to approximately £5000 (for Project Management and Test Management activities).

4. No Industry Impact Assessment

- 4.1 No industry Impact Assessment of CP1367 has been conducted because the changes proposed are self-evidently necessary in order for data to be reported on the BMRS and we do not believe that implementation of CP1367 will have any significant or mandatory impacts on BSC Parties or other industry participants.
- 4.2 Given the Panel's approval of the new Interconnector as a Fuel Type Category with effect from June 2012 the relevant systems and documents will become manifestly erroneous if the changes are not made. The ISG can therefore make a decision on CP1367 without an industry Impact Assessment.
- 4.3 With regard to the scope for potential impact on industry participants, making an addition to the data reported by the BMRS may mean that participants need to make some changes to systems/processes to record or use the extra information, depending on how they currently obtain BMRS data. However, any impact should be minimal because CP1367 is only adding to an existing data set (namely the Fuel Type Category) rather than making a fundamental change to BMRS reporting.
- 4.4 Where participants do need to amend systems to receive the additional data, CP1367 would not place an obligation on them to do so, and if such changes are not made we understand that there would be no adverse impact on participants' systems. In any case, we believe that any participants that would need to amend their systems to receive the additional data would already be updating the relevant systems/processes due to the changes in the June Release arising from the BMRS Zones Review, so it should be straightforward to incorporate any changes they choose to make due to CP1367.

5. ISG and Panel input

- 5.1 In January we gave the ISG a verbal update on how we would progress changes to ensure that the BMRS can report data relating to the new East-West Interconnector. The ISG agreed with the approach we set out and did not raise any issues. Subsequently ISG members were given the opportunity to review the Panel paper, CP and redlined changes, and several confirmed they were satisfied with the documentation. Some updates were made in response to comments received, such as the inclusion of the estimated cost of the system changes in the Panel paper.
- 5.2 When the Panel approved a Fuel Type Category relating to the East-West Interconnector they also noted the approach for the progression of the related document and system changes via this CP (CP and redlining were attached to the Panel paper for information), including our recommendation that the ISG make a decision on the approval of the CP without industry Impact Assessment. The Panel endorsed the approach and did not raise any issues, though a Panel member noted that the ISG should give the usual due consideration to the costs and impacts relating to system changes.
- 5.3 Note that following the Panel meeting we have updated the redlined changes to the NETA IDD Part 1 to include, in the BMRA-I005 flow, two further references to flows on the new Interconnector that were not identified when the document changes were first drafted. This update is not a significant change and is in line with the CP1367 solution.

6. Recommendations

- 6.1 We invite the ISG to:
- a) **APPROVE** CP1367 for implementation on 28 June 2012 as part of the June 2012 Release.

For more information, please contact:

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Attachments:

Attachment A - CP1367

Attachment B - NETA IDD Part 1 v27.0 redlined 0.2