RETAIL ENERGY CODE

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CHANGE PROPOSAL EXTENSION TO PLAN

I0262 – ADDITIONAL REGISTRATION DATA (GAS) UNDER SMART ENERGY CODE

DOCUMENT VERSION	V5.0
PROPOSED IMPLEMENTATION DATE	TBD
IMPLEMENTATION APPROACH	TBD

RESPONSIBLE COMMITTEE	Change Panel	**CHANGE PATH**	Authority-Determined
PRIORITY STATUS	Low	**URGENCY**	Standard
IMPACTED STAKEHOLDERS	Gas Transporters, DCC		

LEAD ANALYST (SOLUTION LEAD)	TECHNICAL LEAD	ASSURANCE LEAD	SUBJECT MATTER EXPERT
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1 CHANGE OVERVIEW

Gas Transporters (GTs) only have a single explicit obligation in the Smart Energy Code (SEC). This obligation relates to the provision of Registration Data to the DCC. This issue is exploring whether these obligations may be transferred to the Retail Energy Code (REC).

2 RESPONSIBLE COMMITTEE DECISION

On 30 September 2026, the Change Panel approved this extension to plan.

3 CHANGE PLAN UPDATE

		Previous		Proposed	
Milestone	**Activity**	**From**	**To**	**From**	**To**
Definition		21 Oct 25	30 Sep 26	**21 Oct 25**	**30 Jan 27**
	Solution Development	October	June	October 25	June 26
	Solution Refinement	-	-	July 26	October 26
	Legal Review	June	June	October 26	October 26
	Impact Assessment	June	September	November 26	January 27

The Code Manager has been working with the SEC Change team to co-ordinate the approach for this cross-code[1] REC Issue. Following a recent conversation between the lead analyst, the Data Communications Company (DCC) and the Central Data Service Provider (CDSP), an outstanding question about the downstream uses of the additional Registration Data has been resolved. The Code Manager & the SEC Change team were able to determine that the data sent by Xoserve on behalf of Gas Transporters to the DCC is used for various DCC charging purposes.

Following this, it was determined that impact assessments would be required in both the REC and the SEC Change processes. However, determining the scope of these impact assessments and resolving outstanding questions about the nature of the proposed solution has proved more challenging than anticipated at the time of the previous re-plan of this Issue. As a result, the impact assessments could not be started in the anticipated timeframes. More time is therefore required to resolve the outstanding issues required to initiate impact assessments.

No time has been planned beyond the closure of the definition period, which encompasses both Service Provider and Party impact assessments, as, at this stage, the Code Manager cannot anticipate additional complexity arising from these assessments that may need to be managed dynamically. Furthermore, due to the upcoming Stakeholder Engagement Forum (SAF) mobilisation, it is not possible at this stage to determine when this Issue may be able to be resolved. As such, a definition end date has been given as an upper limit; it may be that activities conclude earlier than the given end date, but this date has been given to account for the mobilisation of the SAF.

[1] MP301 'Review of Additional Registration Data (Gas Transporters)'