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Dear Colleagues

## **NETWORK RAIL'S PROPOSED APPROACH TO AMEND THE 'INTERFACE SPECIFICATION – TRAIN TO OTM SERVICE (METER DATA)' DOCUMENT**

### **Purpose**

The purpose of this letter is to inform metered operators of Network Rail's proposal to make five amendments to the 'Interface Specification – Train to OTM Service (Meter Data)'<sup>1</sup> document.

### **Background**

Train operators that use On Train Metering (OTM) are required to submit their metered data to the independently managed OTM Service<sup>2</sup> to be validated, before being processed by Network Rail's Track Access Billing System (TABS) to render an EC4T bill.

The provisions for collecting, processing and validating OTM data from metered operators to the OTM Service is defined in the 'Interface Specification – Train to OTM Service (Meter Data)' document. This sits alongside a document called the 'EC4T Metering Rules'<sup>3</sup>, which sets out the provisions for dealing with other OTM issues such as, auditing metered systems.

We are proposing to make five minor amendments to the 'Interface Specification – Train to OTM Service (Meter Data)' document to:

- provide improved clarity to metered operators;
- remove inaccurate information; and
- better reflect the current service and contractual arrangements that are already in place.

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<sup>1</sup> The Interface Specification – Train to OTM Service (Meter Data) document, version 8 September 2011, can be found [here](#).

<sup>2</sup> The OTM Service is independently managed by EnergyICT on behalf of the rail industry and is aligned to International Union of Railways (UIC) processes.

<sup>3</sup> This document can be found [here](#).



The changes that we intend to make to the 'Interface Specification – Train to OTM Service (Meter Data)' document is outlined, below. A mark-up of the changes that we propose to make is also attached to this letter.

## Proposed changes

We propose to make the following five changes to the 'Interface Specification – Train to OTM Service (Meter Data)' document:

1. **Completeness Report – page 13:** A Completeness Report provides a daily 'snapshot' of the expected meter readings for a customer. The current text in the document implies that the Completeness Report is always generated. Currently, metered operators have not requested to receive the Completeness Report.

This proposed change to the document will now clarify to metered operators that the Completeness Report will not be generated automatically. However, operators can request production of this report via the Billing Team.

2. **Daily Submission Cut-off - page 26:** The current text in the document states that the daily cut-off point for meter readings to be submitted to the OTM Service is 11am on the relevant day. This implies that operators/users are given 6½ days to submit their meter readings, rather than the contractual 7 days<sup>4</sup>.

This issue had been previously rectified, by operationally changing the daily cut-off point for meter readings from 11am to 12am midnight. This operational change has resulted in operators receiving the full 7 contractual days to submit their meter readings.

The proposed change to the document will now reflect the, solution described, above, which has been used since the service went live in 2011 – i.e. the proposed change to the document now states that the cut-off point for meter reading is 12am midnight<sup>5</sup>, as opposed to 11am, with onward processing commencing at 1am.

3. **EICT support service – page 44:** The current text correctly states that the EICT service is available 24 hours a day, 365 days a year. However, it does not state that the service is only supported during business hours. A supported service is where staff is made available to resolve any IT issues reported by operators/users.

Our proposed change to the document clarifies to operators that the EICT service is only supported during business hours (9am to 5pm, Monday to Friday – excluding bank holidays).

4. **OTM Service Availability - page 44-45:** In section 3.8, it states that "The OTM Service (including this interface) is *nominally* a 365x24x7 service, subject to specifics documented in commercial / contractual documents."

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<sup>4</sup> Currently operators are given 7 days to provide metered data to us for billing, before data is infilled – as set out in paragraph 5.1 of the EC4T Metering Rules.

<sup>5</sup> The cut-off point will be 12am midnight, on the 7<sup>th</sup> day.



We propose to rephrase the text “365x24x7” from the, above, sentence to “24 hours a day 365 days a year”. We feel this would provide both consistency and improved clarity to operators/users.

- 5. Non-UK-based international Trains – page 25:** In addition to the, above, changes, Network Rail proposes to make changes to section 2.8.2 of the Interface Specification – Train to OTM Service (Meter Data)<sup>6</sup> document to the ‘relax’ the data validation checks for non-UK-based international Trains, by only requiring these operators to submit consumption data for the UK only. We note that the UTILTS format will apply to exports of data for UK-based operators running outside the UK.

### Next steps

We propose to make the amendments, listed above, to the ‘Interface Specification – Train to OTM Service (Meter Data)’. We have attached an amended version of the document to this letter, for your reference.

We propose to publish the amended document on our website<sup>7</sup>. If you have any questions or concerns regarding our proposed approach to amend the ‘Interface Specification – Train to OTM Service (Meter Data)’ document, please contact Jashim Uddin ([Jashim.Uddin@networkrail.co.uk](mailto:Jashim.Uddin@networkrail.co.uk)) or myself by 27 June 2013, via the details above.

Yours sincerely,

Ekta Sareen

**Senior Regulatory Economist**

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<sup>6</sup> The Interface Specification – Train to OTM Service (Meter Data) document, version 8 September 2011, can be found [here](#).

<sup>7</sup> <http://www.networkrail.co.uk/using-our-network/on-train-metering/>

