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Paper Reference:	TABASC_118_0210_10
Action:	For Discussion

MP304 ‘Scheduling Services for SMETS1 Devices (SRV 4.3)’

1. Purpose

The Technical Architecture and Business Architecture Sub-Committee (TABASC) is being asked to provide feedback on MP304. This Modification Proposal aims to make Smart Metering Equipment Technical Specification (SMETS)1 4.3 Service Reference Variants (SRV) schedulable to avoid overage charges.

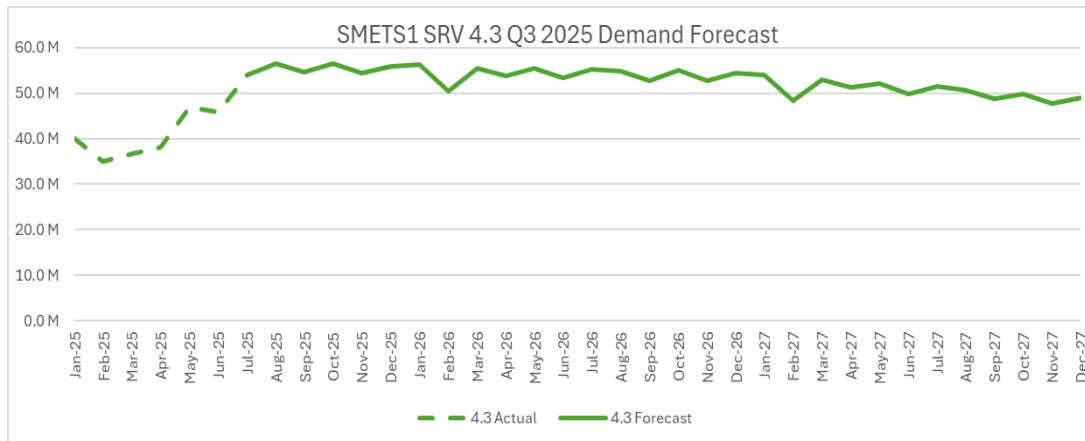
2. Summary

For SMETS1, SRV 4.3 ‘Read Instantaneous Prepay Values’ can currently only be requested on an ‘On-Demand’ or ‘Future Dated’ service basis. Each ‘On-Demand’ and ‘Future Dated’ request requires at least one Short Message Service (SMS) text message to be sent, resulting in a significant cost for DCC and DCC customers.

It has been noted in discussion with the Change Sub-Committee, SEC Panel and Change Board that some Parties believe that this cost should have been included in the SMETS1 Enrolment and Adoption (E&A) programme, however it was not.

3. Issue

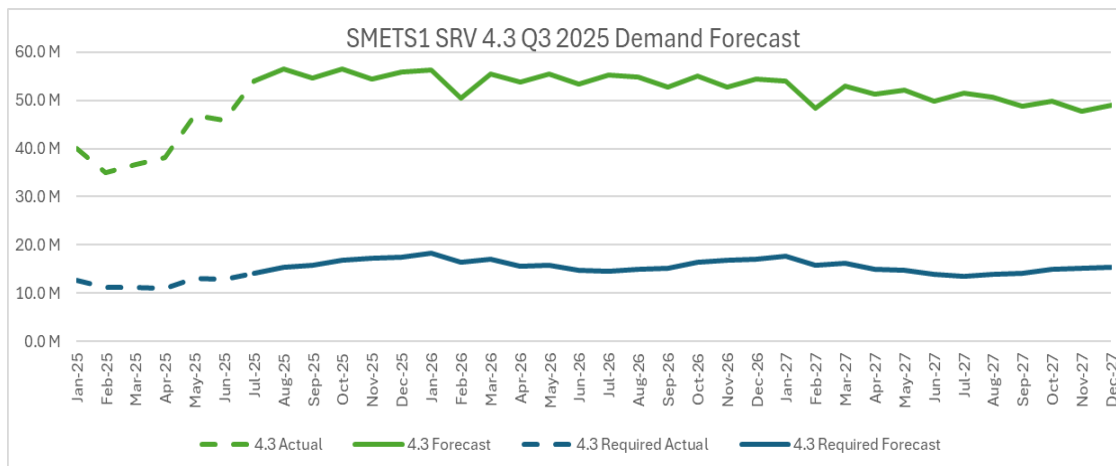
Smart Energy Code (SEC) Appendix AD ‘DCC User Interface Specification’ (DUIS) defines the individual SRVs that are eligible for sending as Scheduled Services by Users. This results in a high volume of ‘On Demand’ or ‘Future Dated’ SRV 4.3s being requested on a regular, repeated basis. The chart below shows the actual and forecasted volumes of SRV 4.3s based on the DCC ‘Q3 2025 Demand Forecast’. In the case of SMETS1, SRV 4.3 volumes are forecasted to peak in September 2025 in line with the completion of SMETS1 Enrolment and Adoption. This forecast is based on the total volume of SMETS1 Devices migrated to the DCC and current proportion of prepayment Devices enrolled.



4. Impact

Due to the nature of SMETS1 Device communication, each 'On-demand' and 'Future Dated' request requires at least one SMS text message to be sent, resulting in a significant cost for DCC and DCC customers.

The chart below shows the actual and forecast volumes of SRV 4.3 for SMETS1 based on the DCC 'Q3 2025 Demand Forecast'. Based on initial customer feedback, the chart also shows the volume of 'On-demand' and 'Future Dated' SRV 4.3s that are required to run in these Modes of Operation, with the remaining volume being migrated to Scheduled Mode of Operation¹.



¹ Based on the assumptions: 1) Any SRV 4.3 not sent immediately following an SRV 2.2 (TopUpDevice) is eligible to be moved to Scheduled Mode of Operation 2) Service Users migrate 80% of all eligible SRV 4.3s to Scheduled mode of operation.

5. Proposed Solution

The Proposed Solution is to update DUIS to allow SRV 4.3 'DCC Scheduled' Mode of Operation.

The DCC believes that based on the assumptions above around 74% of all 'On-demand' and 'Future Dated' SRV 4.3s can be moved to Scheduled Mode of Operation and around 74% of all 'On-demand' and 'Future Dated' SRV 4.3s can be moved to Scheduled Mode of Operation. Due to the one-to-one mapping between 'On-demand' and 'Future Dated' SRVs and SMS volumes, this will result in significant cost avoidance for DCC and incurred costs to DCC Users.

The DCC is currently modelling the commercial impact of this change but is expected to result in cost avoidance in the Tens of Millions of Pounds (£) between delivery in November 2026 and SMETS1 End of Life. As part of the Preliminary Impact Assessment (PIA), the DCC will provide developed and refined costs and cost avoidance estimates resulting from this change.

Allowing SRV 4.3 to be Scheduled will enable Eligible Users to setup Scheduled SRV 4.3s to SMETS1 Devices using SRV 5.1. As the scheduling capability for SRV 4.3 will be applicable for SMETS1 Devices only, the DCC will implement an error code to notify this validation failure if a Supplier attempts to schedule for SMETS2+ Devices.

Assumptions:

1. Service Users will update their systems to adapt and schedule SRV 4.3 requests accordingly.
2. As this modification requires a change in User behaviour, DUIS uplift and adapter changes (and the associated costs for doing so), the DCC has assumed an 80% take up of this change by Users. This estimate will be validated in customer engagement sessions.
3. As this requires a full DUIS uplift, the DCC anticipate this change to be implemented by November 2026. **This requires a Change Board decision by December 2025.**

6. Recommendations

The TABASC is requested to:

- **PROVIDE** any views and comments on the Proposed Solution.

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SECAS Team

25 September 2025

Appendix A: MP304 Business Requirements