TOG MONTHLY MI FOR SHIPPERS OFGEM SEPT 2017

| TOG MONT | | | IN OLI I ZOTI | |
|----------|-----------------------------|-------------------------------|--------------------------------------|---|
| SSC | Number of Cases Received | Number of Cases Cleared | Number of Cases Still Outstanding | Total Outstanding Awaiting Shipper Action |
| AGA | 1 | 0 | 0 | 0 |
| BTE | 0 | 0 | 0 | 0 |
| BTG | 0 | 0 | 0 | 0 |
| BUE | 0 | 1 | 0 | 0 |
| BUS | 98 | 237 | 256 | 54 |
| CIR | 1 | 2 | 0 | 0 |
| CNG | 16 | 17 | 63 | 63 |
| CPE | 0 | 0 | 0 | 0 |
| DAL | 0 | 0 | 1 | 1 |
| EAS | 0 | 0 | 3 | 3 |
| EMI | 2 | 0 | 7 | 7 |
| FUT | 2 | 4 | 8 | 8 |
| GLC | 1 | 0 | 3 | 3 |
| GUK | 129 | 134 | 37 | 32 |
| HUD | 0 | 1 | 7 | 7 |
| IEU | 6 | 18 | 16 | 16 |
| KIN | 3 | 1 | 2 | 2 |
| LEP | 33 | 48 | 106 | 55 |
| NGD | 1 | 1 | 3 | 2 |
| NGS | 2 | 1 | 4 | 4 |
| OPL | 33 | 23 | 27 | 4 |
| OSS | 20 | 17 | 23 | 4 |
| PFP | 0 | 0 | 0 | 0 |
| REN | 2 | 0 | 2 | 2 |
| RGG | 0 | 0 | 0 | 0 |
| SCP | 19 | 33 | 84 | 18 |
| SGL | 7 | 14 | 45 | 43 |
| SHE | 0 | 0 | 0 | 0 |
| SOG | 0 | 0 | 3 | 1 |

| SOP | 32 | 38 | 58 | 22 |
|-------|-----|-----|-----|-----|
| SPK | 3 | 2 | 5 | 4 |
| STL | 0 | 0 | 1 | 1 |
| TCG | 39 | 37 | 9 | 8 |
| TEX | 0 | 0 | 0 | 0 |
| UNI | 1 | 0 | 2 | 2 |
| UPB | 0 | 0 | 5 | 5 |
| VEC | 0 | 0 | 2 | 2 |
| VOL | 1 | 1 | 1 | 1 |
| WGS | 3 | 5 | 8 | 7 |
| YKE | 11 | 14 | 2 | 2 |
| TOTAL | 466 | 649 | 793 | 383 |

Transporter Notes:

Transporter Report:

- · Data reflects activity as recorded in the Transporter Agency systems (Contact Management System
- · Open data related to activity within the geographic area or responsibility of each Transporter and in
- Total volumes are obtained from presented figure in CMS prior to any validations
- · Closed data reflects activity that is likely to be a Transporter responsible activity at the time of syste
- Additional activity relating to theft investigation and collection of the value of gas offtaken is undertained.

| Number of Cases Cleared as Valid | Number of Cases Cleared as Invalid | Number of Cases Subject to 80-day Closures | % Cleared Cases Subject to 80-day Closures |
|-------------------------------------|---------------------------------------|--|--|
| 0 | 0 | 0 | 0% |
| 0 | 0 | 0 | 0% |
| 0 | 0 | 0 | 0% |
| 0 | 1 | 1 | 100% |
| 117 | 112 | 20 | 8% |
| 0 | 2 | 0 | 0% |
| 0 | 17 | 0 | 0% |
| 0 | 0 | 0 | 0% |
| 0 | 0 | 0 | 0% |
| 0 | 0 | 0 | 0% |
| 0 | 0 | 0 | 0% |
| 0 | 2 | 4 | 100% |
| 0 | 0 | 0 | 0% |
| 3 | 129 | 13 | 10% |
| 0 | 1 | 0 | 0% |
| 0 | 16 | 12 | 67% |
| 0 | 1 | 0 | 0% |
| 3 | 42 | 18 | 38% |
| 0 | 0 | 1 | 100% |
| 0 | 1 | 1 | 100% |
| 1 | 21 | 4 | 17% |
| 10 | 7 | 0 | 0% |
| 0 | 0 | 0 | 0% |
| 0 | 0 | 0 | 0% |
| 0 | 0 | 0 | 0% |
| 0 | 30 | 8 | 24% |
| 0 | 12 | 13 | 93% |
| 0 | 0 | 0 | 0% |
| 0 | 0 | 0 | 0% |

| 13 | 25 | 0 | 0% |
|-----|-----|-----|------|
| 0 | 1 | 2 | 100% |
| 0 | 0 | 0 | 0% |
| 0 | 37 | 3 | 8% |
| 0 | 0 | 0 | 0% |
| 0 | 0 | 0 | 0% |
| 0 | 0 | 0 | 0% |
| 0 | 0 | 0 | 0% |
| 0 | 0 | 1 | 100% |
| 1 | 4 | 2 | 40% |
| 0 | 14 | 2 | 14% |
| 148 | 475 | 105 | 16% |

 $\ensuremath{\text{n}}$ (CMS)). cluded instances which are the responsibility of the registered Shipper to resolve.

m closure of the case.

aken outside the Transporter Agency systems.

| Number of Cases Cleared & Volume Provided | Total Metric Volume Provided (Cubic Metres) | Number of Cases Cleared - Shipper Actioned | % Cleared - Shipper Actioned | Number of Cases Sent to Shipper for Action This Month |
|---|---|--|---------------------------------|---|
| 0 | 0 | 0 | 0% | 1 |
| 0 | 0 | 0 | 0% | 0 |
| 0 | 0 | 0 | 0% | 0 |
| 0 | 0 | 0 | 0% | 0 |
| 127 | 1,712,129 | 88 | 37% | 37 |
| 0 | 0 | 2 | 100% | 1 |
| 0 | 0 | 17 | 100% | 16 |
| 0 | 0 | 0 | 0% | 0 |
| 0 | 0 | 0 | 0% | 0 |
| 0 | 0 | 0 | 0% | 0 |
| 0 | 0 | 0 | 0% | 2 |
| 0 | 0 | 0 | 0% | 2 |
| 0 | 0 | 0 | 0% | 1 |
| 0 | 0 | 7 | 5% | 12 |
| 0 | 0 | 1 | 100% | 0 |
| 0 | 0 | 6 | 33% | 6 |
| 0 | 0 | 0 | 0% | 2 |
| 3 | 12,671 | 16 | 33% | 16 |
| 0 | 0 | 0 | 0% | 1 |
| 0 | 0 | 0 | 0% | 2 |
| 2 | 9,621 | 1 | 4% | 3 |
| 11 | 306,168 | 1 | 6% | 1 |
| 0 | 0 | 0 | 0% | 0 |
| 0 | 0 | 0 | 0% | 2 |
| 0 | 0 | 0 | 0% | 0 |
| 1 | 201 | 24 | 73% | 8 |
| 0 | 0 | 1 | 7% | 8 |
| 0 | 0 | 0 | 0% | 0 |
| 0 | 0 | 0 | 0% | 0 |

| 5 | 13,027 | 30 | 79% | 18 |
|-----|-----------|-----|-----|-----|
| 0 | 0 | 0 | 0% | 3 |
| 0 | 0 | 0 | 0% | 0 |
| 0 | 0 | 0 | 0% | 4 |
| 0 | 0 | 0 | 0% | 0 |
| 0 | 0 | 0 | 0% | 1 |
| 0 | 0 | 0 | 0% | 0 |
| 0 | 0 | 0 | 0% | 0 |
| 0 | 0 | 0 | 0% | 1 |
| 0 | 0 | 3 | 60% | 3 |
| 0 | 0 | 1 | 7% | 0 |
| 149 | 2,053,817 | 198 | 31% | 151 |

| Reasonable Endeavours Claims Received | Reasonable Endeavours Claims Cleared | Reasonable Endeavours Claims Rejected | Reasonable Endeavours Claims Accepted |
|---|--|--|--|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 50 | 50 | 1 | 49 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

| 0 | 0 | 0 | 0 |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |