

Appendix B (Governance involvement)

Analysis of attendance levels pre/post Nexus implementation

Below is an analysis of attendance levels to IGT UNC Workstream meetings both pre and post Project Nexus Implementation. This data has been gathered to establish, quantify or dispel the perception that engagement levels have dropped significantly since single service was introduced in June 2017.

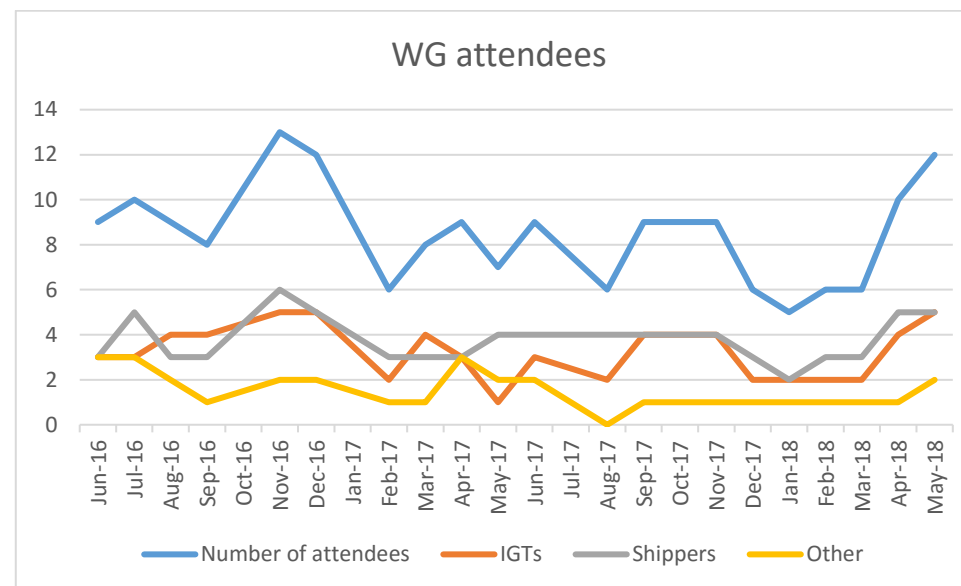
Meeting	Number of attendees	IGTs	Shippers	Other
June 2016	9	3	3	3
July 2016	10	3	5	3
August 2016	9	4	3	2
September 2016	8	4	3	1
October 2016	0	0	0	0
November 2016	13	5	6	2
December 2016	12	5	5	2
January 2017*	21	6	6	9
February 2017	6	2	3	1
March 2017	8	4	3	1
April 2017	9	3	3	3
May 2017	7	1	4	2
June 2017	9	3	4	2
July 2017*	13	4	5	4
August 2017	6	2	4	0

September 2017	9	4	4	1
October 2017	9	4	4	1
November 2017	9	4	4	1
December 2017	6	2	3	1
January 2018	5	2	2	1
February 2018	6	2	3	1
March 2018	6	2	3	1
April 2018	10	4	5	1
May 2018	12	5	5	2

*Joint IGT UNC and UNC Workgroup meetings

Average numbers over the period excluding the Joint workgroups and the October 2016 cancelled meeting

	8	3	4	2
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The above statistics display a steady trend of Workstream attendees up until the first quarter of 2018. Peaks of activity can be identified around key milestones for modification IGT092A with a joint workgroup being held in January 2017 (finalising of the Non-effective days, Project Nexus, and finalising of the Workgroup report), and IGT095VV in July 2017 (finalising of the Price Comparison Website Workgroup report).

This data was presented to the workgroup, and they determined that engagement in the Code was more of a perceived issue than a quantifiable one. The workgroup resolved that perhaps a change in attitude across the Industry rather than a quantifiable problem was the cause of perceived lower attendance.

The workgroup recognised that the fact still remains that there has been little interest in the uptake of the vacant Panel position, with the imminent election process in August potentially jeopardising the quoracy of the Code. Industry is therefore asked to consider whether any of the suggested solutions (Appendix A) would adequately address this issue within their RFI response.