Gas Industry Standards Board

1100 Louisiana, Suite 4925, Houston, Texas 77002
Phone: (713) 356-0060, Fax: (713) 356-0067, E-mail: gisb@aol.com
Home Page: www.gisb.org

via email & posting

TO:	GISB Members, Posting on the GISB Home Page for Interested Industry Participants
FROM:	Rae McQuade, Executive Director
RE:	Request For Comments
DATE:	July 10, 2000

The GISB industry comment period begins today and ends on August 10 for the recommendations listed below. Subcommittees and task forces submitted the recommendations for your review on July 6, July 7, and July 10. The subcommittee recommendations are:

Request	Submitter	Recommendation Description
C99003	NGPL	GISB standard 5.3.2 states that "offers should be tendered by 1:00 p.m. the day before nominations for short term releases". It further states that the "open season ends no later than 2:00 p.m. on the day before nominations are due..." GISB standard 5.3.24 states "Capacity Release facilitator should post offers and bids, including prearranged deals, upon receipt, unless releasing shipper requests otherwise". These standards seem to imply that the open season could begin at either the time of posting or the next subsequent 1:00 p.m. after posting and in either case, remain open until the requested end of posting. Clarification is requested for the situation where the offer is tendered after the 1:00 p.m. deadline on business day one, but before 1:00 p.m. on business day 2 and the releasor requests that the offer be posted immediately.
C00001	Hatch & Assoc.	Using the Pathed Non-Threaded model, should fuel be calculated on the total delivery quantity to all delivery points, or based upon each transportation line item? The problem arises when fuel quantities are rounded to the nearest Dth.
C00002	Boeing	When the calculation of in-kind fuel reimbursement generates an amount less than 0.500 Dth, does the TSP round down to zero or up to 1? The effect of rounding up to 1 would be to create a one Dth minimum fuel-in-kind charge while the effect of rounding down would be to have a zero Dth reimbursement and possibly encourage gaming. Is zero a Dth?
C00003	BPS/R98041	"Please interpret the meaning and intent of what a 'super-nomination' is. Also, please clarify whether a Transportation Service Provider permitting (and not requiring) a shipper to nominate across pipelines in the same family is exceeding the GISB standard".
R97011	PanEnergy	Add GISB Standard No. 5.3.x:
		There should be no communication of the identity of non-winning, non-prearranged bidders in the Offer Upload Final Disposition.
		The identity of the winning bidder(s) should be sent to the releasing shipper in the Offer Upload Final Disposition.
		In the case of multiple bids upon one offer, the Transportation Service Provider (TSP) should have the choice of either sending

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Request	Submitter	Recommendation Description
		an Offer Upload Final Disposition to the winning bidder(s) identifying all winning bidders, or sending an Offer Upload Final Disposition to each winning bidder identifying only that party as a winning bidder.
		In the case of a non-winning pre-arranged bidder, the TSP should have the choice of either sending an Offer Upload Final Disposition to the non-winning prearranged bidder identifying all winning bidders and identifying the pre-arranged bidder as a non-winning bidder, or sending an Offer Upload Final Disposition to the non-winning pre-arranged bidder identifying only the pre-arranged bidder as a non-winning bidder.
		Move the data element 'Bidder Company Code' to the detail level of the Offer Upload Final Disposition.
		Add a code value description to the Disposition Response Code in the Offer Upload Final Disposition.
R97104	TransCapacity	Add two EDM standards to address testing.
R98035A	ANR Pipeline	Decline the request to add a pre-limit quantity code value to the transaction identifier data element in the Request for Confirmation (G850RQCF) and the Confirmation Response (G855RRFC) datasets.
R98061	Colorado Interstate Gas	Decline the request to accommodate a mutually agreeable nominations related business practice to allow No Notice Transportation (NNT) shippers to request authorization for overrun deliveries under their NNT contracts by the addition of new data elements: contract number; overrun quantity requested; date range for the overrun quantity requested; or through the addition of new nominations related data sets and to accommodate the respective response documents.
R98062	Colorado Interstate Gas	Decline the request to accommodate a mutually agreeable nominations related business practice to allow a Park and Loan shipper to submit a request for a specific Park/Loan deal by the addition of new data elements or code values for: - Park/Loan Contract; - Request for "Park" or "Loan"; - Park/Loan Location; - Maximum Park/Loan Quantity; - Park/Loan Deal Term; - Park/Loan Deal Rate; or through the addition of new nominations related data sets or instructions and to accommodate the respective response documents.
R98068	Panhandle Eastern	Accommodate the ability to send Point Relationship and Proprietary Meter Code in the Measurement Information (2.4.5) dataset as Senders Option (SO). The quantities to be sent are the quantities at the Proprietary Meter Code level. This accommodation is accomplished by: Add the data elements 'Meter ID' and 'Meter ID Relationship' to the Measurement Information dataset (2.4.5).

Request	Submitter	Recommendation Description
		Add two (2) code value descriptions to the data element Meter ID Relationship in the Measurement Information dataset.
		Change the Technical Implementation of Business Process for the Measurement Information dataset.

The recommendations can be accessed from the GISB Web site, but are also attached to this request for comment[1]. All comments received by the GISB office by end of business August 10 will be posted on the Home Page and forwarded to the Executive Committee (EC) members for their consideration. The EC members will consider all comments and are scheduled to cast their votes on these recommendations on August 24 at the EC meeting at the offices of Proxicom in San Francisco. If you have difficulty retrieving this document, please call the GISB office at (713) 356-0060.
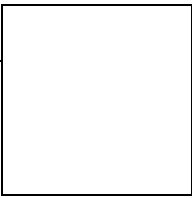

Best Regards,

Rae McQuade

cc: Jay Costan

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[1]   All recommendations other than clarifications/interpretations can be found on the "Request For Standards" page (http://www.gisb.org/req.htm), which is accessible from the GISB main page. Clarifications/Interpretations (Cxxxxx) can be found on the "Clarification Requests" page (http://www.gisb.org/clar.htm).

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE

Requester: NGPL   **Request No.: C99003**

1. Recommended Action:

    ___ Accept as requested

     _X_ Accept as modified below

    ___ Decline

Effect of EC Vote to Accept Recommended Action:

     _X_ Change to Existing Practice

    ___ Status Quo

2. TYPE OF MAINTENANCE

Per Request:

    ___ Initiation

     _X_ Modification

    ___ Interpretation

    ___ Withdrawal

    ___ Principle (x.1.z)

    ___ Definition (x.2.z)

    ___ Business Practice Standard (x.3.z)

    ___ Document (x.4.z)

    ___ Data Element (x.4.z)

    ___ Code Value (x.4.z)

    ___ X12 Implementation Guide

    ___ Business Process Documentation

Per Recommendation:

    ___ Initiation

     _X_ Modification

    ___ Interpretation

    ___ Withdrawal

    ___ Principle (x.1.z)

    ___ Definition (x.2.z)

     _X_ Business Practice Standard (x.3.z)

    ___ Document (x.4.z)

    ___ Data Element (x.4.z)

    ___ Code Value (x.4.z)

    ___ X12 Implementation Guide

    ___ Business Process Documentation

3. RECOMMENDATION

INTERPRETATIONS LANGUAGE:

GISB Interpretation No. 7.3.z

GISB standard 5.3.2 states that "offers should be tendered by 1:00 p.m. the day before nominations for short term releases". It further states that the "open season ends no later than 2:00 p.m. on the day before nominations are due…" GISB standard 5.3.24 states "Capacity Release facilitator should post offers and bids, including prearranged deals, upon receipt, unless releasing shipper requests otherwise". These standards seem to imply that the open season could begin at either the time of posting or the next subsequent 1:00 p.m. after posting and in either case, remain open until the requested end of posting. Clarification is requested for the situation where the offer is tendered after the 1:00 p.m. deadline on business day one, but before 1:00 p.m. on business day 2 and the releasor requests that the offer be posted immediately.

Interpretation:

A Service Requester may have its offer posted for review either immediately or at another specified time and if not specified then, at the Transportation Service Provider's option, the offer can be posted for review either immediately or at the next occurrence of 1:00 p.m. on a business day. GISB has no requirement that bidding upon such posting be available prior to the next occurrence of 1:00 p.m. on a business day. Neither is there any prohibition on bidding occurring upon a posting provided that bidding upon such posting continue to be available through at least the next occurrence of 1:00 p.m. to 2:00 p.m. on a business day or the longer period where such offer is a long term offer.

STANDARDS LANGUAGE:
GISB Standard No. 5.3.33

When a Transportation Service Provider *(TSP)* receives an upload of an offer or a bid in association with a deadline, it should process such offer or bid (as applicable) and post valid offers or bids (as applicable) for review within fifteen minutes and, in the event such document is not valid, respond with the applicable validation document to the applicable submitting party within fifteen minutes. When a ~~Transportation Service Provider~~ *TSP* receives an upload of an offer or a bid not in association with a deadline, it should process and post for review valid offer(s) or bid(s) (as applicable) which are received prior to one quarter hour period by the end of the next succeeding quarter hour period and, in the event such document is not valid, respond with the applicable validation document to the applicable submitting party by the end of the next succeeding quarter hour period. The quarter hour periods are on the hour, fifteen minutes after, thirty minutes after and forty-five minutes after an hour.

The releasing shipper may request a later posting time for posting of such offer insofar as such request comports with the standard Capacity Release timeline specified in GISB Standard No. 5.3.2.

~~Transportation Service Provider's~~ *TSP's* nightly processing and routine maintenance occurring outside of normal business hours are apt to interrupt the normal schedule of applicable validation documents. Such delays should be kept to a minimum. The normal schedule should be resumed at the earliest opportunity and no later than the start of the next business day.

GISB Standard No. 5.3.24

Capacity release facilitator should post offers and bids, including prearranged deals, upon receipt~~, unless releasing shipper requests otherwise~~. ~~If a releasing shipper requests a posting time~~ *A releasing shipper may request a later posting time for posting of such offer*, *and* the capacity release service facilitator should support such request insofar as it comports with the standard *Capacity Release* timeline ~~set forth~~ *specified* in ~~standard~~ *GISB Standard No.* 5.3.2.

4. SUPPORTING DOCUMENTATION

a. Description of Request:

Clarification or interpretation request:
GISB standard 5.3.2 states that "offers should be tendered by 1:00 p.m. the day before nominations for short term releases". It further states that the "open season ends no later than 2:00 p.m. on the day before nominations are due…" GISB standard 5.3.24 states "Capacity Release facilitator should post offers and bids, including prearranged deals, upon receipt, unless releasing shipper requests otherwise". These standards seem to imply that the open season could begin at either the time of posting or the next subsequent 1:00 p.m. after posting and in either case, remain open until the requested end of posting. Clarification is requested for the situation where the offer is tendered after the 1:00 p.m. deadline on business day one, but before 1:00 p.m. on business day 2 and the releasor requests that the offer be posted immediately.

Possible interpretations or clarifications, if known:

We (NGPL) believe that at least two possible clarifications exist which will provide for the same business results. The first possibility is that the offer be immediately posted for display (only) and then become available for bid at 1:00 p.m. the following business day, remaining open until the requested end of posting (ending at 2:00 p.m.). The second possibility is that the release be open for bid immediately upon posting, and remain open until requested end of posting (ending at 2:00 p.m.). In either case, the business results are the same in that all interested parties would have the opportunity to view the offer without bias, and all interested parties would have the opportunity to bid on the offer without bias.

b. Description of Recommendation:

Interpretations Subcommittee (August 6, 1999)
Language: A Service Requester may have its offer posted for review either immediately or at another specified time and if not specified then, at the Transportation Service Provider's option, the offer can be posted for review either immediately or at the next occurrence of 1:00 p.m. on a business day. GISB has no requirement that bidding upon such posting be available prior to the next occurrence of 1:00 p.m. on a business day. Neither is there any prohibition on bidding occurring upon a posting provided that bidding upon such posting continue to be available through at least the next occurrence of 1:00 p.m. to 2:00 p.m. on a business day or the longer period where such offer is a long term offer.

Discussion: Mr. Love explained his request. Mr. Lander the above suggested language as a clarification. Mr. Love noted that the language seemed acceptable but needed an opportunity to review it further.

Action: A vote will be taken after further discussion on the next call.

Interpretations Subcommittee (August 13, 1999)

Proposed Interpretation Language: A Service Requester may have its offer posted for review either immediately or at another specified time and if not specified then, at the Transportation Service Provider's option, the offer can be posted for review either immediately or at the next occurrence of 1:00 p.m. on a business day. GISB has no requirement that bidding upon such posting be available prior to the next occurrence of 1:00 p.m. on a business day. Neither is there any prohibition on bidding occurring upon a posting provided that bidding upon such posting continue to be available through at least the next occurrence of 1:00 p.m. to 2:00 p.m. on a business day or the longer period where such offer is a long term offer.

Discussion: Mr. Lander noted that he had received communication from Ms. Corman that she supported the above language. There was no discussion. The vote was taken to support the above language as the interpretation. The vote was unanimous in favor. The remaining committee members will be polled for their vote.

Action: The vote was unanimous in favor. The remaining committee members will be polled for their vote.

Executive Committee (September 16, 1999)

Mr. Lander described the recommended interpretation for Request No. C99003 and the potential inconsistency with existing GISB Standard No. 5.3.33. The motion was made to:

Transfer Request No. C99003 to the BPS to review GISB Standard Nos. 5.3.24 and/or 5.3.33 in light of the recommended interpretation. The subcommittee should recommend changes to GISB Standard Nos. 5.3.24 and/or 5.3.33 if needed to correct any inconsistencies. The request should be treated as a high priority. BPS should use best efforts so that it can be addressed at the November EC meeting.

Mr. Keeler noted that language changes were needed for GISB Standard No. 5.3.33 and that the proposed interpretation should not be changed. He offered that GISB Standard No 5.3.33 could be made consistent through the following bolded under-lined changes, and asked that BPS consider it at the time that it discusses the issue:

5.3.33   When a Transportation Service Provider receives an upload of an offer or a bid in association with a deadline, it should process such offer or bid (as applicable) and post valid offers or bids (as applicable) for review within fifteen minutes **unless the offeror or bidder requests otherwise;** and, in the event such document is not valid, respond with the applicable validation document to the applicable submitting party within fifteen minutes. When a Transportation Service Provider receives an upload of an offer or a bid not in association with a deadline, it should process and post for review valid offer(s) or bid(s) (as applicable) which are received prior to one quarter hour period by the end of the next succeeding quarter hour period **unless the offeror or bidder requests otherwise;** and, in the event such document is not valid, respond with the applicable validation document to the applicable submitting party by the end of the next succeeding quarter hour period. The quarter hour periods are on the hour, fifteen minutes after, thirty minutes after and forty-five minutes after an hour.

The motion to transfer the issue to the BPS carried unanimously.

Business Practices Subcommittee (September 23, 1999)
GISB standard 5.3.2 states that "offers should be tendered by 1:00 p.m. the day before nominations for short term releases". It further states that the "open season ends no later than 2:00 p.m. on the day before nominations are due…" GISB standard 5.3.24 states "Capacity Release facilitator should post offers and bids, including prearranged deals, upon receipt, unless releasing shipper requests otherwise". These standards seem to imply that the open season could begin at either the time of posting or the next subsequent 1:00 p.m. after posting and in either case, remain open until the requested end of posting.

Clarification is requested for the situation where the offer is tendered after the 1:00 p.m. deadline on business day one, but before 1:00 p.m. on business day 2 and the releasor requests that the offer be posted immediately. Possible interpretations or clarifications, if known: We (NGPL) believe that at least two possible clarifications exist which will provide for the same business results. The first possibility is that the offer be immediately posted for display (only) and then become available for bid at 1:00 p.m. the following business day, remaining open until the requested end of posting(ending at 2:00 p.m.). The second possibility is that the release be open for bid immediately upon posting, and remain open until requested end of posting(ending at 2:00 p.m.). In either case, the business results are the same in that all interested parties would have the opportunity to view the offer without bias, and all interested parties would have the opportunity to bid on the offer without bias.

Discussion:

Mr. Scheel gave a brief description of the issue. Ms. McVicker noted that based on discussion at the EC, some language was proposed by Paul Keeler. Based on the discussion additional language was proposed. The proposed red-line standard would be as follows:

5.3.33 When a Transportation Service Provider (TSP) receives an upload of an offer or a bid in association with a deadline, it should process such offer or bid (as applicable) and post valid offers or bids (as applicable) for review within fifteen minutes and, in the event such document is not valid, respond with the applicable validation document to the applicable submitting party within fifteen minutes. When a ~~Transportation Service Provider~~ TSP receives an upload of an offer or a bid not in association with a deadline, it should process and post for review valid offer(s) or bid(s) (as applicable) which are received prior to one quarter hour period by the end of the next succeeding quarter hour period and, in the event such document is not valid, respond with the applicable validation document to the applicable submitting party by the end of the next succeeding quarter hour period. The quarter hour periods are on the hour, fifteen minutes after, thirty minutes after and forty-five minutes after an hour.

The releasing shipper may request a different posting time insofar as it comports with the standard Capacity Release timeline.

~~Transportation Service Provider's~~ TSP's nightly processing and routine maintenance occurring outside of normal business hours are apt to interrupt the normal schedule of applicable validation documents. Such delays should be kept to a minimum. The normal schedule should be resumed at the earliest opportunity and no later than the start of the next business day.

Note:
Ms. Hess assumed the chair at a point in this discussion when Ms. McVicker had to leave the call.

Action: This item will be up for discussion and vote at the next meeting.

Business Practices Subcommittee (September 30, 1999)
Discussion:
The final proposed draft from the last call was as follows:

5.3.33 When a Transportation Service Provider (TSP) receives an upload of an offer or a bid in association with a deadline, it should process such offer or bid (as applicable) and post valid offers or bids (as applicable) for review within fifteen minutes and, in the event such document is not valid, respond with the applicable validation document to the applicable submitting party within fifteen minutes. When a ~~Transportation Service Provider~~ TSP receives an upload of an offer or a bid not in association with a deadline, it should process and post for review valid offer(s) or bid(s) (as applicable) which are received prior to one quarter hour period by the end of the next succeeding quarter hour period and, in the event such document is not valid, respond with the applicable validation document to the applicable submitting party by the end of the next succeeding quarter hour period. The quarter hour periods are on the hour, fifteen minutes after, thirty minutes after and forty-five minutes after an hour.

The releasing shipper may request a different posting time insofar as it comports with the standard Capacity Release timeline.

~~Transportation Service Provider's~~ TSP's nightly processing and routine maintenance occurring outside of normal business hours are apt to interrupt the normal schedule of applicable validation documents. Such

delays should be kept to a minimum. The normal schedule should be resumed at the earliest opportunity and no later than the start of the next business day.

Mr. Keisler raised the point as to whether we should put in the standard number for the capacity release timeline (which is 5.3.2) into the standard, or leave the reference to the Capacity Release timeline.

Mr. Scheel then noted that the "different" word in this paragraph should be replaced by the word "later" since you can't necessarily specify a posting time earlier than the 15 minutes specified in the standard.

Thus the second paragraph is reworded as follows: "The releasing shipper may request a later posting time for posting of such offer insofar as such request comports with the standard Capacity Release timeline specified in GISB Standard No. 5.3.2."

Motion:
Mr. Buccigross made the motion to adopt the following modifications to standard number 5.3.33. It was seconded by Ms. Hess:

5.3.33 When a Transportation Service Provider (TSP) receives an upload of an offer or a bid in association with a deadline, it should process such offer or bid (as applicable) and post valid offers or bids (as applicable) for review within fifteen minutes and, in the event such document is not valid, respond with the applicable validation document to the applicable submitting party within fifteen minutes. When a ~~Transportation Service Provider~~ TSP receives an upload of an offer or a bid not in association with a deadline, it should process and post for review valid offer(s) or bid(s) (as applicable) which are received prior to one quarter hour period by the end of the next succeeding quarter hour period and, in the event such document is not valid, respond with the applicable validation document to the applicable submitting party by the end of the next succeeding quarter hour period. The quarter hour periods are on the hour, fifteen minutes after, thirty minutes after and forty-five minutes after an hour.

The releasing shipper may request a later posting time for posting of such offer insofar as such request comports with the standard Capacity Release timeline specified in GISB Standard No. 5.3.2.

~~Transportation Service Provider's~~ TSP's nightly processing and routine maintenance occurring outside of normal business hours are apt to interrupt the normal schedule of applicable validation documents. Such delays should be kept to a minimum. The normal schedule should be resumed at the earliest opportunity and no later than the start of the next business day.

Action: The motion was adopted. See voting records for additional detail.

Sense of the Room:	September 30, 1999	_17_ In Favor	_0_ Opposed

Segment Check (if applicable):

	End-Users	LDCs	Pipelines	Producers	Services
In Favor :	___End-Users	___LDCs	_13_Pipelines	___Producers	_4_ Services
Opposed:	___End-Users	___LDCs	___Pipelines	___Producers	___Services

Discussion:
Mr. Aschbrenner brought up the question as to whether modifications to 5.3.24 should also be considered in light of the EC's instructions. Some believed that since this was not on the agenda it should not be discussed. Others agreed that it should not be discussed.

Motion:

Ms. Van Pelt then made the following motion which was seconded by Ms. Hess: There is no need to send this modification to the Information Requirements or Technical Subcommittees. The modified standard will not be posted for industry comment until completion of processing of related standard 5.3.24 per EC instructions.

Action: There was no objection to the motion.

Business Practices Subcommittee (October 7, 1999)
Discussion:
Mr. Aschbrenner noted that the language included in the proposed revised 5.3.33 might affect 5.3.24. The original language for 5.3.24 is:

5.3.24:   Capacity release facilitator should post offers and bids, including prearranged deals, upon receipt, unless releasing shipper requests otherwise. If a releasing shipper requests a posting time, the capacity release service facilitator should support such request insofar as it comports with the standard timeline set forth in standard 5.3.2.

Mr. Scheel and Ms. Van Pelt discussed the need for changes to the standard based on the releasing shipper allowing for a later posting time, with a similar construction in 5.3.24 as is present in the revised 5.3.33. Mr. Lander offered the language below, which was accepted by Mr. Aschbrenner as describing his intent:

5.3.24   Capacity release facilitator should post offers and bids, including prearranged deals, upon receipt. A releasing shipper may request a later posting time for posting of such offer, and the capacity release service facilitator should support such request insofar as it comports with the standard Capacity Release timeline specified in GISB Standard No. 5.3.2.

Motion:
The motion was made by Mr. Aschbrenner and seconded by Ms. McVicker to adopt the above language. The motion passed unanimously.

Sense of the Room: October 7, 1999   _11_ In Favor   _0_ Opposed
Segment Check (if applicable):
In Favor :   _1_ End-Users   ___LDCs   _7_ Pipelines   ___Producers   _3_ Services
Opposed: ___End-Users   ___LDCs   ___Pipelines   ___Producers   ___Services

c. Business Purpose:

d.   Commentary/Rationale of Subcommittee(s)/Task Force(s):

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE

Requester: Hatch & Associates　　　　　　**Request No.: C00001**

1. Recommended Action:

　　__ Accept as requested
　_X_ Accept as modified below
　　__ Decline

Effect of EC Vote to Accept Recommended Action:

　_X_ Change to Existing Practice
　　__ Status Quo

2. TYPE OF MAINTENANCE

Per Request:

　　__ Initiation
　　__ Modification
　_X_ Interpretation
　　__ Withdrawal

　　__ Principle (x.1.z)
　　__ Definition (x.2.z)
　　__ Business Practice Standard (x.3.z)
　　__ Document (x.4.z)
　　__ Data Element (x.4.z)
　　__ Code Value (x.4.z)
　　__ X12 Implementation Guide
　　__ Business Process Documentation

Per Recommendation:

　　__ Initiation
　　__ Modification
　_X_ Interpretation
　　__ Withdrawal

　　__ Principle (x.1.z)
　　__ Definition (x.2.z)
　　__ Business Practice Standard (x.3.z)
　　__ Document (x.4.z)
　　__ Data Element (x.4.z)
　　__ Code Value (x.4.z)
　　__ X12 Implementation Guide
　　__ Business Process Documentation

3. RECOMMENDATION

INTERPRETATIONS LANGUAGE:

Restated Request for Interpretation:

Using the Pathed Non-Threaded model, should fuel be calculated on the total delivery quantity to all delivery points, or based upon each transportation line item? The problem arises when fuel quantities are rounded to the nearest Dth.

Proposed Interpretation response:

"The fuel percentage should be applied at the line item level. This applies regardless of the Model Type that is used in the Nomination. GISB Standard 1.2.1 identifies that a nomination is at the line item level. GISB Standard 1.3.15 states in relevant part that "the results of the fuel reimbursement calculations for the nominations process should be rounded to the nearest dekatherm." In addition, GISB Standard 1.3.29 states in relevant part "Service Providers should not reject a nomination for reasons of rounding differences due to fuel calculations of less than 5 Dth." These three standards taken together mean that fuel reimbursement calculations and the rounding of the results thereof should occur at the line item level."

1

4. SUPPORTING DOCUMENTATION

a. Description of Request:

Subj: Request for Clarification
Date: 1/5/00 10:07:11 AM Central Standard Time
From: ZArabo@hatch.ca (Arabo, Ziad)
To: gisb@aol.com ('gisb@aol.com')

Requester Name: Ziad Arabo
Company: Hatch
Phone, Fax, Email: (905) 403-3906, (905) 403-4143, zarabo@hatch.ca
GISB Standards: 1.3.15 and 1.3.16

Using the Pathed Non-Threaded model, should fuel be calculated on the total delivery quantity to all delivery points, or based on each transportation line item? The problem arises when fuel quantities are rounded to the nearest DTH.

Example:

Receipts
Loc 1   5000 DTH

Deliveries
Loc 2   3286 DTH
Loc 3   1714 DTH

Transportation
Loc 1 - Loc 2   3286 DTH   Quantity Type Indicator = D
Loc 1 - Loc 3   1714 DTH   Quantity Type Indicator = D

Fuel Ratio = .5% (in this case, it's the same to all delivery points, but it could be different)
Receipts * (1- Fuel Ratio/100) = Deliveries

(1)   Calculating fuel based on total delivery (5000) gives us:
         Fuel Quantity = 25.12 = 25 DTH

(2)   Calculating fuel based on each transportation line item gives us
         Fuel based on delivery of 3286 = 16.51 = 17 DTH
         Fuel based on delivery of 1714 = 8.61 = 9 DTH
         Total Fuel Quantity = 26 DTH

The two ways of calculating fuel give different results.

Possible Interpretations:
We at Hatch believe that fuel should be calculated based on each transportation line item for the following reasons:

2

1) The quantity type indicator is at the transportation line item level, and could differ from one line item to the other.
2) Different transportation paths may have different fuel ratios based on the different receipt and delivery points.
3) Fuel should be taken at the receipt point where the transportation originated. This means we can not simply look at the total amount delivered and ignore the original source of the transportation.

Ziad Arabo
Enterprise Services & Systems
Hatch
(905) 403-3906
zarabo@hatch.ca

b. Description of Recommendation:

Interpretations Subcommittee (May 26, 2000)

2.   A.   C00001

Restated Request for Interpretation:

Using the Pathed Non-Threaded model, should fuel be calculated on the total delivery quantity to all delivery points, or based upon each transportation line item? The problem arises when fuel quantities are rounded to the nearest Dth.

Proposed Interpretation response:

"The fuel percentage should be applied at the line item level. This applies regardless of the Model Type that is used in the Nomination. GISB Standard 1.2.1 identifies that a nomination is at the line item level. GISB Standard 1.3.15 states in relevant part that "the results of the fuel reimbursement calculations for the nominations process should be rounded to the nearest dekatherm." In addition, GISB Standard 1.3.29 states in relevant part "Service Providers should not reject a nomination for reasons of rounding differences due to fuel calculations of less than 5 Dth." These three standards taken together mean that fuel reimbursement calculations and the rounding of the results thereof should occur at the line item level."

Discussion: After reviewing the drafted restated request for interpretation and the proposed interpretation response, there was no further discussion.

Motion to adopt restated request for interpretation and proposed interpretation response as above. Moved by Shelley Corman, seconded by Paul Love.

Motion passed. See the attendance list for the voting record presented as Vote 1. The text of the proposed interpretation will be circulated to non-present members of the Interpretations Subcommittee for a one-week notational voting period (one week to return ballots).

Interpretations Subcommittee (February 4, 2000)

C000001

A Work Paper was prepared and posted by Mr. Lander. An e-mail from Shelley Corman was accepted and discussed. The text of the Work Paper was inserted into the minutes.

The work paper re-iterated the original request, proposed a restatement of the request for inclusion in the GISB Interpretations section of the standards book, and provided a proposed Interpretation.

Work Paper:
Original Request for Interpretation:
Using the Pathed Non-Threaded model, should fuel be calculated on the total delivery quantity to all delivery points, or based on each transportation line item? The problem arises when fuel quantities are rounded to the nearest DTH.

Example

Receipts
Loc. 1 5000 DTH

Deliveries
Loc. 2 3286 DTH
Loc. 3 1714 DTH

Transportation
Loc. 1 - Loc. 2 3286 DTH Quantity Type Indicator = D
Loc. 1 - Loc. 3 1714 DTH Quantity Type Indicator = D

Fuel Ratio = .5% (in this case, it's the same to all delivery points, but it could be different)

Receipts * (1- Fuel Ratio/100) = Deliveries

(1) Calculating fuel based on total delivery (5000) gives us:
        Fuel Quantity = 25.12 = 25 DTH

(2) Calculating fuel based on each transportation line item gives us
        Fuel based on delivery of 3286 = 16.51 = 17 DTH
        Fuel based on delivery of 1714 = 8.61 = 9 DTH

Total Fuel Quantity = 26 DTH

The two ways of calculating fuel give different results.

Restated Request For Interpretation:

Using the Pathed Non-Threaded model, should fuel be calculated on the total delivery quantity to all delivery points, or based on each transportation line item? The problem arises when fuel quantities are rounded to the nearest DTH.

Proposed Interpretation:

Yes, the fuel percentage calculation should be applied at the line item level. GISB standard 1.2.1 identifies that a nomination is at the line item level. GISB standard 1.3.15 states in relevant part that "the results of the fuel reimbursement calculations for the nominations process should be rounded to the nearest dekatherm". In addition, GISB Standard 1.3.29 states in relevant part "Service

4

Providers should not reject a nomination for reasons of rounding differences due to fuel calculation of less than 5 Dth." These three standards taken together mean that fuel reimbursement calculations and rounding of the results thereof should occur at the line item level.

Discussion: Mr. Lander discussed the request and the reason that it was requested. The customer of Hatch had customers who felt that the fuel rounding should be on all of their activity and not at the line item level. Shelley Corman's submittal was discussed. It was agreed that the first sentence would be a good addition. It was also noted that while the second sentence suggested addition was consistent with the interpretation, the second part of her suggestion was not necessary for this interpretation.

A re-draft of the proposed Interpretation assented to on the call and ready for vote at the next Interpretations Subcommittee meeting follows:

"Restated Request For Interpretation:

Using the Pathed Non-Threaded model, should fuel be calculated on the total delivery quantity to all delivery points, or based on each transportation line item? The problem arises when fuel quantities are rounded to the nearest DTH.

Proposed Interpretation:

The fuel percentage calculation should be applied at the line item level. This applies, regardless of the Model Type that is used in the Nomination. GISB standard 1.2.1 identifies that a nomination is at the line item level. GISB standard 1.3.15 states in relevant part that "the results of the fuel reimbursement calculations for the nominations process should be rounded to the nearest dekatherm". In addition, GISB Standard 1.3.29 states in relevant part "Service Providers should not reject a nomination for reasons of rounding differences due to fuel calculation of less than 5 Dth." These three standards taken together mean that fuel reimbursement calculations and rounding of the results thereof should occur at the line item level."

Discussion: It was agreed that this would form the basis for a vote at the next meeting of the Interpretations Subcommittee.

c. Business Purpose:

d. Commentary/Rationale of Subcommittee(s)/Task Force(s):

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE

Requester: Boeing   **Request No.: C00002**

1. Recommended Action:

___ Accept as requested
_X_ Accept as modified below
___ Decline

Effect of EC Vote to Accept Recommended Action:

_X_ Change to Existing Practice
___ Status Quo

2. TYPE OF MAINTENANCE

Per Request:

___ Initiation
___ Modification
_X_ Interpretation
___ Withdrawal

___ Principle (x.1.z)
___ Definition (x.2.z)
___ Business Practice Standard (x.3.z)
___ Document (x.4.z)
___ Data Element (x.4.z)
___ Code Value (x.4.z)
___ X12 Implementation Guide
___ Business Process Documentation

Per Recommendation:

___ Initiation
___ Modification
_X_ Interpretation
___ Withdrawal

___ Principle (x.1.z)
___ Definition (x.2.z)
___ Business Practice Standard (x.3.z)
___ Document (x.4.z)
___ Data Element (x.4.z)
___ Code Value (x.4.z)
___ X12 Implementation Guide
___ Business Process Documentation

3. RECOMMENDATION

INTERPRETATIONS LANGUAGE:

Request:

"If the calculation results in a reimbursement of less than 0.5 decatherms, does the pipeline round down to zero or up to 1 (creating a one dekatherm minimum fuel-in-kind charge)? Is zero a decatherm."

Restated Request:

"When the calculation of in-kind fuel reimbursement generates an amount less than 0.500 Dth, does the TSP round down to zero or up to 1? The effect of rounding up to 1 would be to create a one Dth minimum fuel-in-kind charge while the effect of rounding down would be to have a zero Dth reimbursement and possibly encourage gaming. Is zero a Dth?"

Interpretation:

"The mathematical effect of GISB Standard 1.3.15, the rounding standard, can generate a zero Dth result for any particular line item."

4. SUPPORTING DOCUMENTATION

a. Description of Request:

Clarification or interpretation request:

> 1.3.15   When the fuel reimbursement method is fuel in-kind, the results of the fuel reimbursement calculations for the nomination process should be rounded to the nearest dekatherm or Gigajoule (Canada).

If the calculation results in a reimbursement of less than 0.5 decatherm, does the pipeline round down (mathematically correct) to zero or up to 1 (creating a 1 dth minimum fuel-in-kind charge)? Is "zero" a decatherm?

Possible interpretations or clarifications, if known:
The 1 decatherm minimum fuel charge creates a case where smaller shippers are charged a --potentially-- much higher fuel charge than larger shippers. A small shipper who nominates 10 dth would be charged a minimum of 1 dth and thus a 10% fuel charge, when the tariff calls for less than 1% fuel-in-kind charge.   This is a discriminatory practice against smaller shippers.
The rounding process mathematically calls for less than 0.5 to round down to zero.

b. Description of Recommendation:

> **Interpretations Subcommittee** (June 1, 2000)
> **C.**   **C00002**   Boeing
>
> > **Interpretation Request:**
> >
> > > "If the calculation results in a reimbursement of less than 0.5 decatherms, does the pipeline round down to zero or up to 1 (creating a one dekatherm minimum fuel-in-kind charge)? Is zero a decatherm."
>
> **Discussion:** There was discussion again along the lines of last week's discussion of the gaming aspect.   The removal from the proposed interpretation from the May 26th meeting of the "on the other hand sentence was in response to several participants discomfort with opining on other ways to address the gaming issue. It was noted that being silent on the matter did not preclude anyone who wanted a standard way of dealing with the issue to file a request. Silence also meant that a TSP could file a different way of addressing the issue with the applicable regulatory body. Lastly, it was observed that as the standard and the interpretation response address the line item only, a practice of dealing with the issue at other than the line item level was also outside of what GISB has addressed with respect to in-kind fuel reimbursement calculations. The below listed restated request for interpretation and proposed response reflect changes made during the meeting.
>
> > **Restated Request for Interpretation:**
> >
> > > "When the calculation of in-kind fuel reimbursement generates an amount less than 0.500 Dth, does the TSP round down to zero or up to 1? The effect of rounding up to 1 would be to create a one Dth minimum fuel-in-kind charge while the effect of rounding down would be to have a zero Dth reimbursement and possibly encourage gaming. Is zero a Dth?"

Proposed Interpretation Response:

"The mathematical effect of GISB Standard 1.3.15, the rounding standard, can generate a zero Dth result for any particular line item."

Moved as above by Paul Keeler seconded by Mark Scheel. The motion passed unanimously and the voting is reflected as Vote 2 on the Attendance Log.

The committee discussed sending both work products to the GISB Office to be sent out for industry comment and forwarded to the EC. This was unanimously consented to. In order to address the matter of the "draft state" of the minutes for this meeting, it was agreed that the draft minutes would be posted. It was also agreed that participants would e-mail to Greg their changes by June 9th, 2000 and that he would accept the changes and then post the minutes as final after that time. In this way, the minutes would be final without having to schedule a meeting just to review and finalize the minutes.

Interpretations Subcommittee (May 26, 2000)

C.   **C00002**   Boeing

Interpretation Request:

"If the calculation results in a reimbursement of less than 0.5 decatherms, does the pipeline round down to zero or up to 1 (creating a one dekatherm minimum fuel-in-kind charge)? Is zero a decatherm."

Discussion: Tina Patton presented the request for interpretation. She mentioned that the effect of a one-time practice of her TSP was to assess a minimum one-Dth per line item of nominated transportation. She mentioned that an informal FERC hotline process had resulted in a finding that should the mathematical result of applying a fuel reimbursement factor generate a less than 0.50 Dth amount, then the application of the standard would be to have a zero fuel reimbursement factor. She also mentioned that her TSP had informed her that there were large shippers (at least one) which broke their transportation activities down to such a low quantity per line item that they were effectively avoiding reimbursing the TSP for fuel in the aggregate. There was discussion by some participants that it was not fair to assess a shipper with a very small amount of transportation a minimum quantity of fuel per line item. By the same token discussion identified that it was also not fair to deny the TSP reimbursement of fuel, or worse yet, to shift fuel reimbursement responsibility from one shipper to another through gaming. The gaming was described as using package ID to sub-divide an aggregate transaction into many smaller line items. There was mention by Mr. Lander that he knew of at least one pipeline that took all fractional remainders from all fuel calculations and summed them as a separate "keep whole" fuel factor amount. Kim Van Pelt acknowledged that Trunkline had that practice, but that she would have to check to determine if that was still in place. Mr. Lander offered that such a practice would make the gaming ineffective while not disadvantaging the small quantity shippers through the institution of a "minimum fuel per line item" practice.

Mr. Lander drafted the following after the meeting to reflect a possible interpretation to be considered for discussion at the next Interpretations Subcommittee meeting.

Restated Request for Interpretation:

"When the calculation of in-kind fuel reimbursement generates an amount less than 0.500 Dth, does the TSP round down to zero or up to 1? The effect of

rounding up to 1 would be to create a one Dth minimum fuel-in-kind charge while the effect of rounding down would be to have a zero Dth reimbursement and possibly encourage gaming. Is zero a Dth?"

Proposed Interpretation Response:

The mathematical effect of GISB Standard 1.3.15, the rounding standard, can generate a zero Dth result for any particular line item. On the other hand, there is no GISB standard that would prevent the accumulation (summation) of all fractional-Dth remainders from all line items and providing for that accumulation (to the whole Dth thereby still applying Standard 1.3.15) to be the in-kind fuel-reimbursement factor over a billing or other period.

c. Business Purpose:

d.   Commentary/Rationale of Subcommittee(s)/Task Force(s):

1. Recommended Action: **Effect of EC Vote to Accept Recommended Action:**

    ___ Accept as requested   ___ Change to Existing Practice
    ___ Accept as modified below   ___ Status Quo
    ___ Decline

2. TYPE OF MAINTENANCE

Per Request: **Per Recommendation:**

___ Initiation   ___ Initiation
_X_ Modification   ___ Modification
___ Interpretation   _X_ Interpretation
___ Withdrawal   ___ Withdrawal

___ Principle (x.1.z)   ___ Principle (x.1.z)
___ Definition (x.2.z)   ___ Definition (x.2.z)
___ Business Practice Standard (x.3.z)   ___ Business Practice Standard (x.3.z)
___ Document (x.4.z)   ___ Document (x.4.z)
_X_ Data Element (x.4.z)   ___ Data Element (x.4.z)
___ Code Value (x.4.z)   ___ Code Value (x.4.z)
___ X12 Implementation Guide   ___ X12 Implementation Guide
___ Business Process Documentation   ___ Business Process Documentation

3. RECOMMENDATION

INTERPRETATIONS LANGUAGE:

Interpretation Request:

"Please interpret the meaning and intent of what a 'super-nomination' is. Also, please clarify whether a Transportation Service Provider permitting (and not requiring) a shipper to nominate across pipelines in the same family is exceeding the GISB standard".

Proposed Interpretation response:

"The infrastructure exists within, and using, the GISB standards for a Service Requester to move gas from wellhead to burner-tip. In particular, the last sentence of GISB Standard 1.1.3 which states:

'A super-nomination is a nomination that contains all the nominations describing the path from the wellhead to the burner-tip.'

should be interpreted to mean:

1

'A super-nomination is a transmittal that contains all the line items describing the path from the receipt point to the delivery point.'

4. SUPPORTING DOCUMENTATION

a. Description of Request:

1.   Submitting Entity and Address:
        Columbia Gas Transmission Corp.
        1700 MacCorkle Avenue, SE
        Charleston, WV 25314

2.   Contact Person
        Chuck Stodola, Sr. Computer Applications Analyst
        phone: 304-357-2498   fax: 304-357-2304
        e-mail: cstodola@columbiaenergygroup.com

3.   Description of Proposed Standard or Enhancement
Add contract data elements and bid rate data elements to allow the nomination of a "Super-Nom." These data elements need to be repeating data elements that would allow any number of contracts and bid rates to be included on the nomination.

These data elements should be mutually agreed. A bid rate must have a corresponding contract. However, it is not necessary to supply a bid rate with every contract.

The example explained in "11. Abstract" uses four additional contracts and comes from functionality currently offered by Columbia Gas Transmission and Columbia Gulf Transmission. The four contracts are offshore, onshore, mainline, and distribution.

These data elements are needed in the Nomination and Scheduled Quantity.

4.   Use of Proposed Standard or Enhancement
The new standard would allow a Service Requester to create one nomination for transporting gas from the wellhead to the citygate.

Columbia Gas Transmission and Columbia Gulf Transmission would use the new data elements to reduce the number of nominations that a service requester needs to transport gas from the Gulf of Mexico to market.

5.   Description of any Tangible or Intangible Benefits to the Use of Proposed Standard or Enhancement
The data elements will provide a level of service that has been a part of Columbia's nomination process since the implementation of Order 436. The "Super-Nom" will reduce the number of nominations required to transport gas.

6.   Estimate of Incremental Specific Costs to Implement Proposed Standard or Enhancement
None. These data elements would be used by TSPs that support a "Super-Nom." These TSPs would already have this information. Therefore, no incremental costs would be incurred.

7.   Description of any Specific Legal or Other Considerations:
None.

8.   If this Proposed Standard or Enhancement is not tested yet, list the Trading Partners willing to test Standard or Enhancement?
The "Super-Nom" was a feature allowed when Gas*Flow maintained the EDI implementation guides. At that time, the trading partners were Columbia Gas Transmission, Columbia Gulf Transmission, Enron, and Gaslantic.

9.   If this Proposed Standard or Enhancement is in use, who are the trading partners?

10.   Attachments

11.   Abstract
The nomination screen on Columbia's EBB contains Service Requester Contract, Associated Contract, and four other contracts with associated bid rates. By using these contracts/bid rates, a Service Requester can submit a single nomination that defines the path to transport gas from the Gulf of Mexico to a market in the northeast.

When using the current GISB nomination data elements, a Service Requester must submit four nominations. With the additional contracts/bid rates on Columbia's EBB, only one nomination is required.

The four Columbia contracts/bid rates are:
1.   Offshore - Used to transport gas from offshore locations to onshore locations.
2.   Onshore - Used to transport gas from onshore locations to Rayne, Louisiana.
3.   Mainline - Used to transport gas from Rayne, Louisiana to Leach, Kentucky.
4.   Distribution - Used to transport gas from Leach, Kentucky to market.

The elimination of these four contracts/bid rates would require a Service Requester to submit four nominations.

b. Description of Recommendation:

Interpretations Subcommittee (June 1, 2000)
C.   **C00003**   Tansfer of portion of R98041 from BPS to Interpretations Subcommittee

2.   **A.**   **R98041/C00003**   Transfer of Request from BPS.

Interpretation Request:

"Please interpret the meaning and intent of what a 'super-nomination' is. Also, please clarify whether a Transportation Service Provider permitting (and not requiring) a shipper to nominate across pipelines in the same family is exceeding the GISB standard".

Proposed Interpretation response:

3

"The infrastructure exists within, and using, the GISB standards for a Service Requester to move gas from wellhead to burner-tip. In particular, the last sentence of GISB Standard 1.1.3 which states:

> 'A super-nomination is a nomination that contains all the nominations describing the path from the wellhead to the burner-tip.'

should be interpreted to mean:

> 'A super-nomination is a transmittal that contains all the line items describing the path from the receipt point to the delivery point.'

Given this interpretation of the last sentence of GISB Standard 1.1.3, the infrastructure does exist for a Service Requester to send multiple Transportation Service Provider (TSP) nominations to a party receiving multiple TSP nominations for retransmission to the applicable TSPs.

Lastly, a Transportation Service Provider (TSP) which permits (but does not require) a Service Requester to submit a nomination or nominations which traverse multiple TSPs (including those TSPs in the same corporate family) is exceeding the GISB standard."

Moved by Greg Lander and seconded by Mark Scheel. Vote was recorded as Vote 1 on the Attendance list passed.

After the vote passed there was discussion as to what to do next. The recommendation was made to send the C00003 portion to the GISB Office to be sent out for industry comment and forwarded to the EC and to send the R98041 portion (the same text) to BPS as an answer to its request to Interpretations. The BPS could then decide to process the R98041 portion or to await EC and membership action.

Interpretations Subcommittee (May 26, 2000)

B.   R98041/C00003   Transfer of Request from BPS.

Interpretation Request:

"Please interpret the meaning and intent of what a 'super-nomination' is. Also, please clarify whether a Transportation Service Provider permitting (and not requiring) a shipper to nominate across pipelines in the same family is exceeding the GISB standard".

Mr. Lander stated the history of the issue and referred participants to the record from EII, IR and the BPS. Mr. Lander stated his view of the matter. In his opinion, the infrastructure does exist, as is, and it should be considered exceeding the standard for a TSP to permit multiple TSP nominations on one screen as long as the service requester is not required to submit a multiple pipeline nomination in one line item or screen. Bill Griffith said that in his opinion the infrastructure exists. He also stated that in his opinion, the wording of GISB Standard 1.1.3 could be improved. He summed up his view by stating that the TSP and shippers should be permitted but not required to effectuate multiple TSP nominations in one place. Paul Love stated that one of the key considerations in the initial drafting of the standard was that the support for "super-nominations" be there but that it was not required of the TSP. He stated that there was concern at that time that a TSP might have to receive nominations from shippers for a number of TSP's and then have to figure out how to get them all separated and distributed.

Proposed Interpretation response:

"The infrastructure exists within, and using, the GISB standards for a Service Requester to move gas from wellhead to burner-tip. In particular, the last sentence of GISB Standard 1.1.3 which states:

> 'A super-nomination is a nomination that contains all the nominations describing the path from the wellhead to the burner-tip.'

should be interpreted to mean:

> 'A super-nomination is a transmittal that contains all the line items describing the path from the receipt point to the delivery point.'

Given this interpretation of the last sentence of GISB Standard 1.1.3, the infrastructure does exist for a Service Requester to send multiple Transportation Service Provider (TSP) nominations to a party receiving multiple TSP nominations for retransmission to the applicable TSPs.

Lastly, a Transportation Service Provider (TSP) which permits (but does not require) a Service Requester to submit a nomination or nominations which traverse multiple TSPs (including those TSPs in the same corporate family) is exceeding the GISB standard."

The above, proposed, interpretation was discussed. There was general agreement that it would form the basis for the vote on interpretation request R98041/C00003 to be scheduled for the next Interpretations Subcommittee meeting.

c. Business Purpose:

d. Commentary/Rationale of Subcommittee(s)/Task Force(s):

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE

Requester: PanEnergy   **Request No.: R97011**

1. Recommended Action:

_____Accept as requested

__X__Accept as modified below

_____Decline

Effect of EC Vote to Accept Recommended Action:

__X__Change to Existing Practice

_____Status Quo

2. TYPE OF MAINTENANCE

Per Request:

_____Initiation

__X__Modification

_____Interpretation

_____Withdrawal

_____Principle (x.1.z)

_____Definition (x.2.z)

_____Business Practice Standard (x.3.z)

_____Document (x.4.z)

__X__Data Element (x.4.z)

_____Code Value (x.4.z)

_____X12 Implementation Guide

_____Business Process Documentation

Per Recommendation:

_____Initiation

__X__Modification

_____Interpretation

_____Withdrawal

_____Principle (x.1.z)

_____Definition (x.2.z)

__X__Business Practice Standard (x.3.z)

_____Document (x.4.z)

__X__Data Element (x.4.z)

__X__Code Value (x.4.z)

_____X12 Implementation Guide

_____Business Process Documentation

3. RECOMMENDATION

SUMMARY: * Add GISB Standard No. 5.3.x.

* Move the data element 'Bidder Company Code' to the detail level of the Offer Upload Final Disposition.

* Add a code value description to the Disposition Response Code in the Offer Upload Final Disposition.

STANDARDS LANGUAGE:

GISB Standard No. 5.3.x:

There should be no communication of the identity of non-winning, non-prearranged bidders in the Offer Upload Final Disposition.

The identity of the winning bidder(s) should be sent to the releasing shipper in the Offer Upload Final Disposition.

In the case of multiple bids upon one offer, the Transportation Service Provider (TSP) should have the choice of either sending an Offer Upload Final Disposition to the winning bidder(s) identifying all winning

1

bidders, or sending an Offer Upload Final Disposition to each winning bidder identifying only that party as a winning bidder.

In the case of a non-winning pre-arranged bidder, the TSP should have the choice of either sending an Offer Upload Final Disposition to the non-winning prearranged bidder identifying all winning bidders and identifying the pre-arranged bidder as a non-winning bidder, or sending an Offer Upload Final Disposition to the non-winning pre-arranged bidder identifying only the pre-arranged bidder as a non-winning bidder.

CODE VALUES LOG (for addition, modification or deletion of code values)

Document Name and No.: Offer Upload Final Disposition, 5.4.12
Data Element: Disposition Response Code

Code Value Description	Code Value Definition	Code Value
Offer awarded to prearranged bidder and subsequent bidder(s)	*{no definition necessary}*	*U7*

TECHNICAL CHANGE LOG (all instructions to accomplish the recommendation)

Document Name and No.: Offer Upload Final Disposition (5.4.12)

Description of Change:
G567UDFD - Offer Upload Final Disposition (5.4.12)
Data Element Xref to X12
Header N1 segment: delete N1 segment for Bidder Company Code
Detail: add new N1 segment below the Replacement Shipper Contract Number (in a new row) as follows: "N1 M Bidder Company Code"
Sample X12 Transaction
in both examples, for row beginning with "N1*BY*…", move below CS segment
X12 Mapping
Header BC segment (position 020): BC06: add code value U7 with code value note "Offer awarded to prearranged bidder and subsequent bidder(s)."
Header N1 segment (position 030): N1 segment notes: change segment note to read "For GISB, this segment is mandatory."; N101: delete code value BY; N104: delete data element name "Bidder Company Code"
new Detail N1 segment (position 120): mark as Must Use; N1 segment notes: "For GISB, this segment is mandatory."; N101: add code value BY; N102: mark as not used; N103: add code value 1; mark as Must Use; N104: add element note: "Bidder Company Code"; mark as Must Use; mark remaining elements as not used

4. SUPPORTING DOCUMENTATION

a. Description of Request:

Move the Bidder Company Code to the same level as the Bid Number in the Offer Upload Final Disposition.

b. Description of Recommendation:

Business Practices Subcommittee

Motion: "The following motion on this request was made by Mr. Lander at the November 18, 1999 meeting and was deferred to this meeting. Mr. Lander asked Ms. Van Pelt to chair the meeting for this request and she agreed.

As a 5.3.x standard:

There should be no communication of the identity of non-winning, non-prearranged bidders in the Offer Upload Final Disposition.

The identity of the winning bidder(s) should be sent to the releasing shipper in the Offer Upload Final Disposition.

In the case of multiple bids upon one offer, the Transportation Service Provider (TSP) should have the choice of either sending an Offer Upload Final Disposition to the winning bidder(s) identifying all winning bidders, or sending an Offer Upload Final Disposition to each winning bidder identifying only that party as a winning bidder.

In the case of a non-winning pre-arranged bidder, the TSP should have the choice of either sending an OfferUpload Final Disposition to the non-winning prearranged bidder identifying all winning bidders and identifying the pre-arranged bidder as a non-winning bidder, or sending an Offer Upload Final Disposition to the non-winning pre-arranged bidder identifying only the pre-arranged bidder as a non-winning bidder.

As Instructions to IR:

The OfferUpload Final Disposition should accommodate the communication of the identity of the winning bidder(s) to the Releasing Shipper in one communication.

Modify the condition of Replacement Shipper Contract Numner in the OfferUpload Final Disposition such that the winning bidder's contract number be communicated to that winning bidder. This is not intended to conflict with the the ability of a TPS to send the same OfferUpload Final Disposition document to all winning bidders.

Action: The motion carried unanimously.

Sense of the Room:	December 16, 1999		13 In Favor		0 Opposed

Segment Check (if applicable):

In Favor :	___End-Users	___LDCs	8 Pipelines	1 Producers	4 Services
Opposed:	___End-Users	___LDCs	___Pipelines	___Producers	___Services

Information Requirements Subcommittee

In order to accommodate the sending to the Releasing Shipper all winning bidder(s), the data element Bidder Company Code should be moved from the header level to the detail level, i.e. the same level at which the Bid Number occurs. This would allow the looping of multiple winning bidder(s). The usage of the data element Bidder Company Code remains "mandatory".

A review of the code values for the data element Disposition Response Code was performed. An additional discussion ensued as to whether or not the Disposition Response Code should be moved from the header level to the detail level.

It was decided that a new code value should be added as follows:

Code Value Description	Code Value Definition	Code Value
Offer awarded to prearranged bidder and subsequent bidder(s)	[no definition necessary]	

No changes to the Technical Implementation of Business Process or the Sample Paper transaction are required.

MOTION: Modify the Offer Upload Final Disposition data set as documented above.

> **Sense of the Room:**   March 29, 2000   5 In favor   0 Opposed
Motion Passed.

Technical Subcommittee

> **Sense of the Room:**   June 29, 2000   _4_ In Favor   _0_ Opposed

c. Business Purpose:

Per the request: The proposed change would allow for compliance with GISB Standard 5.3.4 by allowing the TPS to send all bidders in one communication.

d.   Commentary/Rationale of Subcommittee(s)/Task Force(s):

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE

Requester: Transcapacity   **Request No.: R97104**

1. Recommended Action:

    ___ Accept as requested
    _X_ Accept as modified below
    ___ Decline

Effect of EC Vote to Accept Recommended Action:

    _X_ Change to Existing Practice
    ___ Status Quo

2. TYPE OF MAINTENANCE

Per Request:

    ___ Initiation
    _X_ Modification
    ___ Interpretation
    ___ Withdrawal

    ___ Principle (x.1.z)
    ___ Definition (x.2.z)
    _X_ Business Practice Standard (x.3.z)
    ___ Document (x.4.z)
    ___ Data Element (x.4.z)
    ___ Code Value (x.4.z)
    ___ X12 Implementation Guide
    ___ Business Process Documentation

Per Recommendation:

    ___ Initiation
    _X_ Modification
    ___ Interpretation
    ___ Withdrawal

    ___ Principle (x.1.z)
    ___ Definition (x.2.z)
    _X_ Business Practice Standard (x.3.z)
    ___ Document (x.4.z)
    ___ Data Element (x.4.z)
    ___ Code Value (x.4.z)
    ___ X12 Implementation Guide
    ___ Business Process Documentation

3. RECOMMENDATION

STANDARDS LANGUAGE:

Proposed Standard 4.2.x

Testing data sets between trading partners includes testing of:

a)   intended business results,
b)   proposed electronic delivery mechanisms, and
c)   related EDI/EDM and, where supported, FF/EDM implementation issues.

Testing should include enveloping, security, data validity, and standards compliance (e.g. ANSI X12 and GISB EDM Related Standards).

Proposed Standard 4.3.x

When the receiver of:

    1) a Nomination,
    2) a Pre-determined Allocation, or,
    3) a Request for Confirmation,

has determined to change the business rule(s) it will apply to the processing of (and/or response to) one or more of these documents; or, when the sender of:

1) a Confirmation Response (solicited and unsolicited),
2) a Scheduled Quantity,
3) a Scheduled Quantity for Operator,
4) an Allocation,
5) a Shipper Imbalance, or,
6) an Invoice

has determined to change the business rule(s) it will apply to the generating of (and/or content within) one or more of these documents, then it should notify its trading partners of same at least two weeks in advance of the change(s). The notification should include identification of the data element(s) that are changing (or whose content is changing), the intended business result of such change(s) in the business rule(s), and the effective date of such change(s).

For the purposes of this standard, a business rule change is any change in:

a)   the presence and/or the acceptable content of a data element which is received by the trading partner sending notice;

b)   a new business response to an accepted data element which is received by the trading partner sending notice;

c)   a new business response to the acceptable content of a data element which is received by the trading partner sending notice; or,

d)   a new intended business result to be communicated to a receiver by the trading partner sending notice;

Absent mutual agreement between the affected trading partners to the contrary, trading partners notifying their sending or receiving trading partners of a change(s) under this standard should provide the means to test such change(s) during at least a two week time period prior to the effective date of the change(s).

Trading partners receiving notice of such change(s) from their trading partner should be prepared not to implement such change(s) even after testing has been completed, as the notifying trading partner is permitted to cancel or postpone such change(s). Notifying trading partners canceling or postponing the effective date of change(s) should provide affected trading partners with notice of cancellation or postponement at least one business day prior to the applicable effective date.

4. SUPPORTING DOCUMENTATION

a. Description of Request:

The request is to add a new standard to the current GISB Electronic Delivery Mechanism standards. This proposed standard deals with testing, and as such can and should be read in conjunction with existing GISB Standard No. 4.3.14 which reads in part: "The industry should use standard policies and guidelines for testing new data sets."

b. Description of Recommendation:

Business Practices Subcommittee (July 1, 1999)

Proposed Standard:

"Testing of new data sets includes testing of the current and/or future electronic delivery mechanisms including related EDI implementation issues (i.e., enveloping and security). Standard policies and guidelines should be developed to test these aspects."

While standard 4.1.14 indicates that the industry use standard testing methodology for testing of the GISB standardized datasets, this is only a piece of the overall testing which must take place. TransCapacity believes that this standardized testing methodology should be applied to the underlying communication methodology (Electronic Delivery Mechanisms), security features, and EDI enveloping, as well as to the datasets themselves.

This new standard would apply to testing of the electronic delivery mechanisms and communication procedures. Mere testing of datasets, without the surrounding methods of communication, accomplishes neither the purpose nor spirit of the existing standards. Standardized testing methodologies are clearly beneficial to the goal of a seamless electronic marketplace for natural gas. Participants in the GISB standards initiation and adoption process recognized this in enacting the existing GISB standard No. 4.1.14. However, this standard - as written - is arguably applicable only to the datasets themselves. (Though this is not TransCapacity's view, it can rationalize a reading of the standard in this manner.)

The proposed additional standard language will clarify the issue that standardized testing also applies to the electronic delivery mechanism including related EDI implementation issues (i.e., enveloping and security). This will ease implementation for all parties involved and will identify any potential obstacles earlier in the process. Certainly testing has a cost associated with it. However, this testing must be undertaken, and currently is. The only difference is the standardization aspect that this language would add. Therefore, the true incremental cost is marginal, and we believe it will be recovered through a less labor intensive (and smoother) implementation down the line.

Proposed Standard 4.2.x

Testing data sets between trading partners includes testing of intended business results, proposed electronic delivery mechanisms, and, related EDI/EDM and, where supported, FF/EDM implementation issues (i.e., enveloping, security, data validity, and standards compliance (e.g. ANSI X12, and GISB EDM Related Standards)).

Proposed Standard 4.3.x

When the receiver of a Nomination, Predetermined Allocation, or a Request for Confirmation has determined to change the business rules it will apply to the processing of (and/or response to) one or more of these documents, the receiver should notify their sending trading partners of same at least two weeks in advance of the change. The notification should include identification of the data elements that are changing (or whose content is changing), the results (content(s) of response documents) that will change as a result of the change in the business rules and the date of such change.

When the sender of a Confirmation Response (including unsolicited), Scheduled Quantity, Allocation Statement, Operator Scheduled Quantity, Imbalance Statement, or Invoice document has determined to change the business rules, it will apply to the generating of (and/or content within) one or more of these documents, the sender should notify its receiving trading partners of same at least two weeks in advance of the change. The notification should include identification of the data elements that are changing (or whose content is changing), the intended business result of such change in the business rules, and the date of such change.

For the purposes of this standard, a business rule change is any change in:
a)   the conditionality of a data element sent or received (by the trading partner sending notice under this standard);
b)   the acceptable content of a data element (received by receiver sending notice);
c)   a new business response to a previously accepted data element (received by receiver sending notice);

d)   a new business response to previously accepted data element content (received by a receiver sending notice); or,

e)   a new intended business result to be communicated to a receiver (by a sender sending notice).

Trading partners notifying their sending or receiving trading partners of a change under this standard should providethe means to test such changes during at least a two week time period prior to the effective date of the change.

Discussion: Mr. Lander described the work paper. Mr. McAnally took over the responsibilities of facilitator for the meeting. In discussion, the proposed standards underwent changes that are reflected as a redlines to the work paper. Mr. Young asked for simplifying changes to the proposed standards and to identify transportation service providers. Mr. Aschbrenner noted that the business rules might not always only apply to pipelines, but with GISB definitions, transportation service providers include LDCs. Clarifying changes were made regarding the time period of the availability of the testing environment to the trading partners and the reference to "environment" was removed. Mr. Lander will provide marked up language to the first two paragraphs of 4.3.x.

Action: A new work paper will be provided by Mr. Lander prior to the next meeting, at which time the request will be further discussed and possibly voted.

Business Practices Subcommittee (July 8, 1999)

Mr. Lander explained the provided work paper, which was revised during the meeting:
Proposed Standard 4.2.x
Testing data sets between trading partners includes testing of:
a)   intended business results,
b)   proposed electronic delivery mechanisms, and
c)   related EDI/EDM and, where supported, FF/EDM implementation issues.
Testing should include enveloping, security, data validity, and standards compliance (e.g. ANSI X12 and GISB EDM Related Standards).

Proposed Standard 4.3.x

When the receiver of:
        1) a Nomination,
        2) a Predetermined Allocation, or,
        3) a Request for Confirmation,
has determined to change the business rules it will apply to the processing of (and/or response to) one or more of these documents; or, when the sender of:

        1) a Confirmation Response (including unsolicited),
        2) a Scheduled Quantity,
        3) an Allocation Statement,
        4) an Operator Scheduled Quantity,
        5) an Imbalance Statement, or,
        6) an Invoice document
has determined to change the business rules it will apply to the generating of (and/or content within) one or more of these documents, then it should notify its trading partners of same at least two weeks in advance of the change. The notification should include identification of the data elements that are changing (or whose

content is changing), the intended business result of such change in the business rules, and the effective date of such change.

For the purposes of this standard, a business rule change is any change in:

a)   the presence and/or the acceptable content of a data element which is received by the trading partner sending notice;

b)   a new business response to an accepted data element which is received by the trading partner sending notice;

c)   a new business response to the acceptable content of a data element which is received by the trading partner sending notice; or,

d)   a new intended business result to be communicated to a receiver by the trading partner sending notice;

Absent mutual agreement between the affected trading partners to the contrary, trading partners notifying their sending or receiving trading partners of a change under this standard should provide the means to test such changes during at least a two week time period prior to the effective date of the change.

Trading partners receiving notice of such changes from their trading partner should be prepared (even after testing has been completed) to not implement such changes, as the notifying trading partner is permitted to cancel or postpone such change. Notifying trading partners canceling or postponing the effective date of a change should provide affected trading partners with notice of cancellation or postponement at least one business day prior to the applicable effective date.

Discussion:

There were several minor changes made for clarity. There was discussion on whether one business day was sufficient for notice. After discussion, it was not changed. Mr. Lander gave examples of business rule changes that would affect whether a TSP supported certain data elements and data content. He further described the roles of the sender and receiver. This is not intended to apply to the migration from one version of GISB standards to another version, such as from version 1.3 to version 1.4. After further discussion, other changes were made to the list of changes that constitute business rules changes. Mr. Lander explained the intended business result and gave several examples. Again, he reiterated that it would not be applicable to version changes.

Some concern was raised that a two week test period could be construed as lack of response to customer requests or to the need for an immediate implementation. An example was given that a pipeline might want to change its response to no longer send an error message but instead provide a warning message which would be delayed two weeks for implementation based on a requirement of a two week test period. This delay may be avoided through mutual agreement and reasonable communication of expectations between parties. There was discussion on the timing of change implementation and whether the timing of the testing period could imply that a change should be implemented in the middle of the month when it is more appropriate to implement the change at the beginning of the month. It was noted that this request addresses testing, not the effective date of implementation, and it is not the intent that the testing period prescribe the effective date of implementation of the change.

Action:

The discussion will continue with a limit of 15 minutes on the next call after which it will be voted.

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE

Requester: Transcapacity   **Request No.: R97104**

Business Practices Subcommittee (July 28, 1999)

Proposed Standard:

"Testing of new data sets includes testing of the current and/or future electronic delivery mechanisms including related EDI implementation issues (i.e., enveloping and security). Standard policies and guidelines should be developed to test these aspects."

While standard 4.1.14 indicates that the industry use standard testing methodology for testing of the GISB standardized datasets, this is only a piece of the overall testing which must take place. TransCapacity believes that this standardized testing methodology should be applied to the underlying communication methodology (Electronic Delivery Mechanisms), security features, and EDI enveloping, as well as to the datasets themselves.

This new standard would apply to testing of the electronic delivery mechanisms and communication procedures. Mere testing of datasets, without the surrounding methods of communication, accomplishes neither the purpose nor spirit of the existing standards. Standardized testing methodologies are clearly beneficial to the goal of a seamless electronic marketplace for natural gas. Participants in the GISB standards initiation and adoption process recognized this in enacting the existing GISB standard No. 4.1.14. However, this standard - as written - is arguably applicable only to the datasets themselves. (Though this is not TransCapacity's view, it can rationalize a reading of the standard in this manner.)

The proposed additional standard language will clarify the issue that standardized testing also applies to the electronic delivery mechanism including related EDI implementation issues (i.e., enveloping and security). This will ease implementation for <u>all</u> parties involved and will identify any potential obstacles earlier in the process. Certainly testing has a cost associated with it. However, this testing must be undertaken, and currently is. The only difference is the standardization aspect that this language would add. Therefore, the true incremental cost is marginal, and we believe it will be recovered through a less labor intensive (and smoother) implementation down the line.

Work Paper[1]:   The group reviewed and proposed changes to the proposed standards below (carryover from July 8 meeting minutes):

Proposed Standard 4.2.x
Testing data sets between trading partners includes testing of:
a)   intended business results,
b)   proposed electronic delivery mechanisms, and
c)   related EDI/EDM and, where supported, FF/EDM implementation issues.
Testing should include enveloping, security, data validity, and standards compliance (e.g. ANSI X12 and GISB EDM Related Standards).

Proposed Standard 4.3.x

When the receiver of:
        1) a Nomination,
        2) a Pre-determined Allocation, or,
        3) a Request for Confirmation,

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[1]   The work paper is revised with changes supported by the submitter during the discussion on the work paper.

has determined to change the business rule(s) it will apply to the processing of (and/or response to) one or more of these documents; or, when the sender of:

> 1) a Confirmation Response (solicited and unsolicited),
> 2) a Scheduled Quantity,
> 3) a Scheduled Quantity for Operator,
> 4) an Allocation,
> 5) a Shipper Imbalance, or,
> 6) an Invoice

has determined to change the business rule(s) it will apply to the generating of (and/or content within) one or more of these documents, then it should notify its trading partners of same at least two weeks in advance of the change(s). The notification should include identification of the data element(s) that are changing (or whose content is changing), the intended business result of such change(s) in the business rule(s), and the effective date of such change(s).

For the purposes of this standard, a business rule change is any change in:

a)   the presence and/or the acceptable content of a data element which is received by the trading partner sending notice;
b)   a new business response to an accepted data element which is received by the trading partner sending notice;
c)   a new business response to the acceptable content of a data element which is received by the trading partner sending notice; or,
d)   a new intended business result to be communicated to a receiver by the trading partner sending notice;

Absent mutual agreement between the affected trading partners to the contrary, trading partners notifying their sending or receiving trading partners of a change(s) under this standard should provide the means to test such change(s) during at least a two week time period prior to the effective date of the change(s).

Trading partners receiving notice of such change(s) from their trading partner should be prepared not to implement such change(s) even after testing has been completed, as the notifying trading partner is permitted to cancel or postpone such change(s). Notifying trading partners canceling or postponing the effective date of change(s) should provide affected trading partners with notice of cancellation or postponement at least one business day prior to the applicable effective date.

Discussion: There were several minor changes made for clarity.

Action: Passes unanimously.

Sense of the Room: July 29, 1999   _10_ In Favor   _0_ Opposed
Segment Check (if applicable):
In Favor :   _1_ End-Users   __LDCs   _4_ Pipelines   __Producers   _5_ Services
Opposed: __End-Users   __LDCs   __Pipelines   __Producers   __Services

c. Business Purpose:

d.   Commentary/Rationale of Subcommittee(s)/Task Force(s):

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE

Requester: ANR Pipeline   **Request No.: R98035A**

1. Recommended Action:

    ___ Accept as requested
    ___ Accept as modified below
    _X_ Decline

Effect of EC Vote to Accept Recommended Action:

    ___ Change to Existing Practice
    _X_ Status Quo

2. TYPE OF MAINTENANCE

Per Request:

_X_ Initiation
___ Modification
___ Interpretation
___ Withdrawal

___ Principle (x.1.z)
___ Definition (x.2.z)
___ Business Practice Standard (x.3.z)
_X_ Document (x.4.z)
___ Data Element (x.4.z)
___ Code Value (x.4.z)
___ X12 Implementation Guide
___ Business Process Documentation

Per Recommendation:

___ Initiation
___ Modification
___ Interpretation
___ Withdrawal

___ Principle (x.1.z)
___ Definition (x.2.z)
___ Business Practice Standard (x.3.z)
___ Document (x.4.z)
___ Data Element (x.4.z)
___ Code Value (x.4.z)
___ X12 Implementation Guide
___ Business Process Documentation

3. RECOMMENDATION

SUMMARY: * EII Task Force (11/20/98) –IR13
                * No change required—this request was declined by the BPS.

4. SUPPORTING DOCUMENTATION

a. Description of Request:

Modify the confirmation data sets to accommodate sending of pre-limit quantities.

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE

Requester: ANR Pipeline   **Request No.: R98035A**

b. Description of Recommendation:

EBB-Internet Implementation Task Force (November 20, 1998)
Motion: "Instruct Information Requirements Subcommittee to add a pre-limit quantity code value to the transaction identifier data element in the Request for Confirmation (G850RQCF) and the Confirmation Response (G855RRFC) datasets. (IR13)
Action: Passed unanimously

Information Requirements Subcommittee
Discussion: IR split the request into 'A' (add pre-limit quantity code value to the Request for Confirmation and Confirmation Response) and 'B' (add pre-limit quantity to the yet to be developed Confirmation by Exception data set per R98031). IR will address 'A' now and put 'B' on hold until we do R98031.

In the confirmation process, the requester receives the Request For Confirmation (RFC) and sends the Confirmation Response (CR) back. The pre-limit quantity is sent to the requester in the RFC and they use it in the confirmation process. The pre-limit quantity can be set for as long as a year. The requester uses the pre-limit quantity where they do passive confirmations (i.e., confirmation by exception).

Per the requester, when the RFC is used to transmit pre-limit quantities, all of the required fields in the RFC are populated. The quantity field is used for the pre-limit quantity. The requester wants an indicator in the header to show that the entire document is not being used for confirmation purposes; it is being used for setting pre-limit quantities.

IR is also questioning whether this is appropriate for EDI because the information may only be transmitted once a year. The requester currently provides the ability to submit on-line.

MOTION:
Send the following issues to BPS:
1. How does the pre-limit quantity differ from a confirmation quantity that is sent for a date range, where the date range is longer than a confirmation cycle? (See Interpretation 7.3.26)
2. In light of its infrequent use, should the pre-limit quantity be included in an EDI transaction set?
3. If the pre-limit quantity is included in an EDI transaction set, should we add a GISB data element in the Request For Confirmation for the ANSI data element 'purchase order type code' (BEG02)? If so, the code value descriptions could be 'Request for Confirmation' and 'Pre-limit Quantity'.
4. If the pre-limit quantity is included in an EDI transaction set, should we add a GISB data element in the Confirmation Response for the ANSI data element 'transaction set purpose code' (BAK01)? If so, the code value descriptions could be 'Confirmation Response' and 'Pre-limit Quantity Response'.

    Sense of the Room: October 12, 1999 6 In Favor;   0 Opposed

2

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE

Requester: ANR Pipeline　　　　　**Request No.: R98035A**

Business Practices Subcommittee

Motion: "Based upon information provided by the requester during the Information Requirements (IR) implementation discussion, and subsequent discussion in BPS, prompted by questions from IR, BPS has determined that this business practice does not require standardization. Therefore, BPS recommends that R98035A be declined."

Action: The motion carried unanimously.

Sense of the Room:　　　November 18, 1999　　　_9_ In Favor　　　_0_ Opposed
Segment Check (if applicable):
In Favor :　　　___End-Users　　___LDCs　　_7_ Pipelines　　___Producers　　_2_ Services
Opposed:　　　___End-Users　　___LDCs　　___Pipelines　　___Producers　　___Services

c. Business Purpose:

To provide shippers with a means of communicating pre-limit quantities to the Transportation Service Provider.

d.　Commentary/Rationale of Subcommittee(s)/Task Force(s):

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE

Requester: Colorado Interstate Gas   **Request No.: R98061**

1. Recommended Action:
    ___Accept as requested
    ___Accept as modified below
    _X_ Decline

Effect of EC Vote to Accept Recommended Action:
    ___Change to Existing Practice
    _X_ Status Quo

2. TYPE OF MAINTENANCE

Per Request:

_X_ Initiation
___Modification
___Interpretation
___Withdrawal

___Principle (x.1.z)
___Definition (x.2.z)
___Business Practice Standard (x.3.z)
_X_ Document (x.4.z)
___Data Element (x.4.z)
___Code Value (x.4.z)
___X12 Implementation Guide
___Business Process Documentation

Per Recommendation:

___Initiation
___Modification
___Interpretation
___Withdrawal

___Principle (x.1.z)
___Definition (x.2.z)
___Business Practice Standard (x.3.z)
___Document (x.4.z)
___Data Element (x.4.z)
___Code Value (x.4.z)
___X12 Implementation Guide
___Business Process Documentation

3. RECOMMENDATION

SUMMARY: * EII Task Force (11/20/98) –IR20
                    * No change required—this request was declined by the BPS.

4. SUPPORTING DOCUMENTATION

a. Description of Request:

New standard data sets are requested under the GISB Nomination Related Standards (1.4.X) to allow No-Notice Transportation (NNT) shippers to request authorization for overrun deliveries under their NNT contracts. CIG also requests that a determination be made by the EII Task Force of the applicability of such functionality on CIG's Customer Activities Web Page.

1

b. Description of Recommendation:

EBB-Internet Implementation Task Force (November 20, 1998)
Motion: "Instruct Information Requirements Subcommittee to accommodate a mutually agreeable nominations related business practice to allow No Notice Transportation (NNT) shippers to request authorization for overrun deliveries under their NNT contracts by the addition of new data elements:
- contract number
- overrun quantity requested
- date range for the overrun quantity requested
or through the addition of new nominations related data sets and to accommodate the respective response documents." (IR20)
Action: Passed unanimously

Information Requirements Subcommittee
Discussion: This request was discussed, and it was determined that an issue should be sent to BPS.
Issue to be sent to the Business Practices Subcommittee regarding this request:
During the processing of R98061, IR raised the issue of whether a No-notice shipper's request for authorization of No-notice overrun deliveries requires EDI implementation. There was discussion that this process may be inappropriate for implementation in EDI because there are few data elements associated with this process and it is used infrequently. IR asks that BPS consider this information and instruct IR as to the appropriate course of action in processing this request.

<u>**MOTION**</u>: Send this issue to the Business Practices Subcommittee.

    Sense of the Room: April 11, 2000   <u>12</u> In Favor   <u>0</u> Opposed

Business Practices Subcommittee
Motion: "BPS recommends that request R98061 having to do with a No-notice shipper's request for authorization of No-notice overrun deliveries be declined, as the practice does not require standardization at this time."
Action: Passed unanimously

    Sense of the Room: May 18, 2000   <u>14</u> In Favor   <u>0</u> Opposed
    Segment Check (if applicable):

	End-Users	LDCs	Pipelines	Producers	Services
In Favor :			11	1	2
Opposed:					

Information Requirements Subcommittee

Discussion: The Information Requirements Subcommittee (IR) sent an issue to the Business Practices Subcommittee (BPS) regarding this request. At their May 18, 2000 meeting, BPS recommended that request **R98061** having to do with a No-notice shipper's request for authorization of No-notice overrun deliveries be declined, as the practice does not require standardization at this time. As a result, there is no work to be done on this request by IR (no vote was taken).

c. **Business Purpose:**

   To allow No-Notice Transportation (NNT) shippers to request authorization for overrun deliveries under their NNT contracts.

d. **Commentary/Rationale of Subcommittee(s)/Task Force(s):**
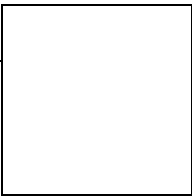
RECOMMENDATION TO GISB EXECUTIVE COMMITTEE

Requester: Colorado Interstate Gas　　　　**Request No.: R98062**

1. Recommended Action:

___Accept as requested
___Accept as modified below
_X_ Decline

Effect of EC Vote to Accept Recommended Action:

___Change to Existing Practice
_X_ Status Quo

2. TYPE OF MAINTENANCE

Per Request:

_X_ Initiation
___Modification
___Interpretation
___Withdrawal

___Principle (x.1.z)
___Definition (x.2.z)
___Business Practice Standard (x.3.z)
_X_ Document (x.4.z)
___Data Element (x.4.z)
___Code Value (x.4.z)
___X12 Implementation Guide
___Business Process Documentation

Per Recommendation:

___Initiation
___Modification
___Interpretation
___Withdrawal

___Principle (x.1.z)
___Definition (x.2.z)
___Business Practice Standard (x.3.z)
___Document (x.4.z)
___Data Element (x.4.z)
___Code Value (x.4.z)
___X12 Implementation Guide
___Business Process Documentation

3. RECOMMENDATION

SUMMARY:　　* EII Task Force (11/20/98) –IR21
　　　　　　　　　* No change required—this request was declined by the BPS.

4. SUPPORTING DOCUMENTATION

a. Description of Request:

New standard data sets are requested under the GISB Nomination Related Standards (1.4.X) to allow a Park and Loan shipper to submit a request for a specific Park/Loan deal. CIG also requests that a determination be made by the EII Task Force of the applicability of such functionality on CIG's Customer Activities Web Page.

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE

Requester: Colorado Interstate Gas	**Request No.: R98062**

b. Description of Recommendation:

EBB-Internet Implementation Task Force (November 20, 1998)

Motion: "Instruct Information Requirements Subcommittee to accommodate a mutually agreeable nominations related business practice to allow a Park and Loan shipper to submit a request for a specific Park/Loan deal.by the addition of new data elements or code values for:

- Park/Loan Contract
- Request for "Park" or "Loan"
- Park/Loan Location
- Maximum Park/Loan Quantity
- Park/Loan Deal Term
- Park/Loan Deal Rate

or through the addition of new nominations related data sets or instructions and to accommodate the respective response documents." (IR21)

Action: Passed unanimously

Information Requirements Subcommittee

Discussion: This request was discussed, and it was determined that an issue should be sent to BPS.

Issue to be sent to the Business Practices Subcommittee regarding this request:

During the processing of R98062, IR raised the issue of whether a shipper's request for a specific Park/Loan deal requires EDI implementation. There was discussion that this process may be inappropriate for implementation in EDI because there are few data elements associated with this process and it is used infrequently. IR asks that BPS consider this information and instruct IR as to the appropriate course of action in processing this request.

MOTION: Send this issue to the Business Practices Subcommittee.

> **Sense of the Room:** April 11, 2000 __12_ In Favor __0_ Opposed

Business Practices Subcommittee

Motion: "BPS recommends that request R98062 having to do with a shipper's request for a specific Park/Loan deal be declined, as the practice does not require standardization at this time."

Action: Motion Passed

> **Sense of the Room:** May 25, 2000 __10_ In Favor __1_ Opposed
>
> **Segment Check** (if applicable):
>
> | | | | | | |
> |---|---|---|---|---|---|
> | In Favor : | ___End-Users | ___LDCs | _8_ Pipelines | ___Producers | _2_ Services |
> | Opposed: | ___End-Users | ___LDCs | ___Pipelines | ___Producers | _1_ Services |

Information Requirements Subcommittee

Discussion: The IR Subcommittee sent an issue to BPS regarding this request. At their May 25, 2000, BPS recommended that request **R98062** having to do with a shipper's request for a specific Park/Loan deal be declined, as the practice does not require standardization at this time. As a result, there is no work to be done on this request by IR (no vote was taken).

c. **Business Purpose:**

   To allow a Park and Loan shipper to submit a request for a specific Park/Loan deal.

d. **Commentary/Rationale of Subcommittee(s)/Task Force(s):**

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE

Requester: Panhandle Eastern Pipe Line   **Request No.: R98068**

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1. Recommended Action:

    ___ Accept as requested
    _X_ Accept as modified below
    ___ Decline

Effect of EC Vote to Accept Recommended Action:

    _X_ Change to Existing Practice
    ___ Status Quo

2. TYPE OF MAINTENANCE

Per Request:

    ___ Initiation
    _X_ Modification
    ___ Interpretation
    ___ Withdrawal

    ___ Principle (x.1.z)
    ___ Definition (x.2.z)
    ___ Business Practice Standard (x.3.z)
    ___ Document (x.4.z)
    _X_ Data Element (x.4.z)
    ___ Code Value (x.4.z)
    ___ X12 Implementation Guide
    ___ Business Process Documentation

Per Recommendation:

    ___ Initiation
    _X_ Modification
    ___ Interpretation
    ___ Withdrawal

    ___ Principle (x.1.z)
    ___ Definition (x.2.z)
    ___ Business Practice Standard (x.3.z)
    ___ Document (x.4.z)
    _X_ Data Element (x.4.z)
    _X_ Code Value (x.4.z)
    _X_ X12 Implementation Guide
    _X_ Business Process Documentation

3. RECOMMENDATION

SUMMARY: * EII Task Force (12/1/98) –IR29

    * Add the data elements 'Meter ID' and 'Meter ID Relationship' to the Measurement Information dataset (2.4.5).

    * Add two (2) code value descriptions to the data element Meter ID Relationship in the Measurement Information dataset.

    * Change the Technical Implementation of Business Process for the Measurement Information dataset.

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE

Requester: Panhandle Eastern Pipe Line   **Request No.: R98068**

DATA DICTIONARY (for new documents and addition, modification or deletion of data elements)

Document Name and No.: Measurement Information, 2.4.5

Business Name (Abbreviation)	Definition	Data Group	EBB Usage	EDI/ FF Usage	Condition
Meter ID (Meter ID)	*The operator's ID number for the measurement device being reported. Proprietary meter number.*	*LDG*	*SO*	*SO*	
Meter ID RelationshipData	*Indicates whether the volume and quantity for the Meter ID are additive or deductive at the location.*				
Meter ID Relationship (Meter ID Rel)		*LDG*	*SO*	*SO*	
Meter ID Relationship Description (Meter ID Rel Desc)		*LDG*	*nu*	*SO*	

CODE VALUES LOG (for addition, modification or deletion of code values)

Document Name and No.: Measurement Information, 2.4.5

Data Element: Meter ID Relationship

Code Value Description	Code Value Definition	Code Value
Additive	*{no definition necessary}*	*ADD*
Deductive	*{no definition necessary}*	*DED*

BUSINESS PROCESS DOCUMENTATION (for addition, modification or deletion of business process documentation language)

Standards Book: Flowing Gas Related Standards, Measurement Information, 2.4.5

Technical Implementation of Business Process:

[Add the following language as the fourth paragraph of the Measurement Information TIBP:]

"The **meter ID** is subordinate to the location. Multiple meter IDs may be sent for a location. When a meter ID is sent, a volume and a quantity are reflected for each meter ID."

TECHNICAL CHANGE LOG (all instructions to accomplish the recommendation)

Document Name and No.: Measurement Information (2.4.5)

Description of Change:
G867MSIN - Measurement Information (2.4.5)
Data Element Xref to X12
add a Detail N1 segment below the PTD segment (in a new row): "N1 SO Meter ID"
add a Detail REF segment below the new N1 segment (in a new row): "REF SO Meter ID Relationship"
X12 Mapping
new Detail N1 segment (position 050): N1 segment notes: "For GISB, this segment is sender's option. There should be only one occurrence of the N1 loop in each PTD loop. If multiple Meter IDs are required per a single Location Code/Location Proprietary Code, the entire PTD loop should be repeated."
Detail N1 segment (position 050): N101: add code value M1; N102: mark as not used; N103: add code value SV; mark as Must Use; N104: add element note: "Meter ID"; mark as Must Use; mark remaining elements as not used
new Detail REF segment (position 090): REF segment notes: "For GISB, this segment is sender's option."; REF01: add code value ZZ; REF02: add element note: "Meter ID Relationship"; mark as Must Use; REF02: add the following code values and code value descriptions: ADD - Additive; DED - Deductive; mark remaining elements as not used

4. SUPPORTING DOCUMENTATION

a. Description of Request:

Add the data elements Proprietary Meter Code and Point Relationship to the Measurement Information dataset (2.4.5).

b. Description of Recommendation:

EBB-Internet Implementation Task Force (December 1, 1998)
Motion: "Instruct Information Requirements to accommodate the ability to send Point Relationship and Proprietary Meter Code in the Measurement Information (2.4.5) dataset as Senders Option (SO). The quantities to be sent are the quantities at the Proprietary Meter Code level." (IR29)
Action: Passed unanimously

Information Requirements Subcommittee (April 12, 2000)

MOTION

- Add the following data element to the Measurement Information dataset:

Business Name	Definition	EDI/FF Usage	Condition
Meter ID (Meter ID)	The operator's ID number for the measurement device being reported. Proprietary meter number.	SO	

- The EBB Usage for this data element will also be SO.

- The data element Meter ID will be placed in the Location Data Group.

- Add the following data element to the Measurement Information dataset:

Business Name	Definition	EDI/FF Usage	Condition
Meter ID Relationship (Meter ID Rel)	Indicates whether the volume and quantity for the Meter ID are additive or deductive at the location.	SO	

  Note: Since there are code values for the data element Meter ID Relationship, then the business name will be Meter ID Relationship Data, and there will be indented data elements for Meter ID Relationship and Meter ID Relationship Name. The EBB usages for all of these data elements will be SO.

- The data element Meter ID Relationship will be placed in the Location Data Group.

- Add the following code value descriptions for the data element "Meter ID Relationship:

Code Value Description	Code Value Definition	Code Value
Additive	[no definition necessary]	
Deductive	[no definition necessary]	

- The following paragraph should be added as the new fourth paragraph to the Technical Implementation of Business Process (TIBP):

  The **meter ID** is subordinate to the location. Multiple meter IDs may be sent for a location. When a meter ID is sent, a volume and a quantity are reflected for each meter ID.

- No changes are necessary to the Sample Paper Transaction to accommodate these data elements.

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE

Requester: Panhandle Eastern Pipe Line   **Request No.: R98068**

- **Instruction to the Technical Subcommittee**:

    1) The Meter ID data element is subordinate to the Location Code, i.e. there can be multiple Meter IDs for a given Location Code. In addition, each Meter ID will have a distinct Measured Volume and Energy Quantity for a specified flow date.

    2) The Meter ID Relationship should occur at the same level as the Meter ID.

    Sense of the Room: April 13, 2000   _12_ In Favor   _0_ Opposed

    ACTION: **Motion Passed**.

    Technical Subcommittee
         Sense of the Room: June 29, 2000   _4_ In Favor   _0_ Opposed

c. Business Purpose:
    To allow measurement quantities at the proprietary meter level.

d. Commentary/Rationale of Subcommittee(s)/Task Force(s):
    Although Information Requirements directed the Technical Subcommittee to map the Meter ID and Meter ID Relationship as subordinate to the Location Code, Technical has mapped these data elements at the same level as the Location Code. Technical feels that this approach will work best since the Meter ID and Meter ID Relationship are Sender's Option data elements and it would be difficult to introduce a new level to the data set to accommodate Sender's Option data elements. IR's purpose in making the Meter ID and Meter ID Relationship subordinate to Location Code can be achieved in this mapping by simply repeating the Location Code.