



Gas Industry Standards Board

1100 Louisiana, Suite 4925, Houston, Texas 77002

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Home Page: www.gisb.org

TO: Business Practices Subcommittee Chairs: Greg Lander, Producer Segment
Vacancy, Diane McVicker (absent), Kim Van Pelt, Robert McAnally (absent)
Posting for Interested Industry Participants

FROM: Rae McQuade, Executive Director

RE: Final Minutes from the Business Practices Subcommittee Meeting

DATE: October 7, 1999

GAS INDUSTRY STANDARDS BOARD
GISB BUSINESS PRACTICES SUBCOMMITTEE MEETING
Teleconference Call: September 30, 1999
FINAL MINUTES

I. Administrative

Mr. Lander chaired the meeting and welcomed the participants. Mr. Buccigross identified the participants in a roll call and will take minutes. Mr. Lander gave the antitrust advice. The agenda was modified with a change to item III which will be for discussion only.

The draft minutes of September 23, 1999 were modified and the modified minutes were adopted as final.

II. Review proposed interpretation for Request C99003 and existing GISB Standard 5.3.33 for discussion only.

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.



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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.

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.



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III. Review of the following Invoicing Category of Business Practices Subcommittee Requests for discussion (approved by EC on 9/16/1999 to be triaged to Business Practices Subcommittee as high priority):

R99046 Williams Gas Pipeline

Williams Gas Pipeline (WGP) requests that a means of sending more than one Charge Type for a Line Number be provided in the Transportation/Sales Invoice (3.4.1). Currently, the document accommodates only one Charge Type for each Line Number, but it is typical for an invoice line to have more than one charge type.

WGP further requests that a new field called the Charge Type Rate be added at the revised Charge Type level to accommodate a means of sending the rate associated with the Charge Type. The proposed definition of the Charge Type Rate is "the rate that is associated with the specified Charge Type." In order to parallel the usage for the Charge Type (which is Mutually Agreeable (MA)), the usage code for the new Charge Type Rate field should also be Mutually Agreeable (MA). For example, a charge for Transportation Commodity and for GRI might apply to an invoice line item; there needs to be a way to send both of these Charge Types and their associated Charge Type Rate for each Line Number.

Discussion: Mr. Keisler described the request and answered questions from other participants. He further noted that one should not send a Charge Type without a corresponding rate, so that while the data element Charge Type is still proposed as MA, the Charge Type Rate data element would be conditional. Thus, he modified his request slightly to include Charge Type Rate as a conditional data element, required if a Charge Type is sent. There was various discussion on how this could be implemented.

Ms. Jacquet noted that her pipeline has a similar issue and described the implementation scheme which uses an indicator to specify whether there are additional charge types contained in the invoice.

Mr. Lander described a proposed implementation scheme whereby charge types would be put at a "lower" level in the document. He noted his wish for a single implementation method. There were questions as to whether the implementation should be such that the line item charges would sum to the correct dollar value of any additional charge types in the invoice. Ms. Van Pelt noted her belief that the sum of the various charge type rates should (and would) sum to the line item unit price, within rounding errors. Mr. Keisler agreed with this concept.

Mr. Lander stated his support for an implementation scheme that supports this concept, whether indicator or sub-level.

Ms. Van Pelt noted that if there are different implementation schemes in process on different pipelines then either (or both) schemes could be utilized in the same document.

Mr. Keisler noted that some GISB group (which may or may not be BPS) should determine how this request should be implemented and it could involve either an indicator or an additional sub-level to contain the charge types, but there should be a single implementation scheme.



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Ms. Van Pelt noted that a similar implementation scheme may need to be addressed in the Payment Remittance document (3.4.2) for dispute purposes.

Noting the time, the discussion was stopped for the day at this point.

IV. Next meeting and agenda

The next conference call is scheduled for October 7, 1999. The agenda will start with C99003 only as it relates to any modifications to Standard No. 5.3.24, with said discussion ending no later than 3:30 p.m. central time. The agenda will continue with request no. R99046 for discussion and possible vote. Remainder of the agenda will continue from today with the change that R99047 will be for discussion only.

V. Adjourn

The meeting was adjourned without objection at 4:25 p.m. central.



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V. Meeting Attendees & Voting Record

Name	Company	Voter?	C99003 Motion 1
Pipelines:			
Mary Dramer	Enron-FGT	Yes	Yes
Tammy Lee Jacquet	Enron-Northern	Yes	Yes
Kim Van Pelt	CMS Trunkline Gas Co.	Yes	Yes
Betty Barnum	CMS Panhandle Eastern	Yes	Yes
Bill Griffith	CIG	Yes	Yes
Clancy Aschbrenner	CIG	No	
Theresa Hess	Enron -TransWestern	Yes	Yes
Kelly Wachter	Williston Basin	Yes	Yes
Noreen Griffith	CNG	Yes	Yes
Jim Keisler	Williams Gas Pipeline	Yes	Yes
Michael Culver	Algonquin	Yes	Yes
Julie Unruh	Koch Gateway	Yes	Yes
Mark Gracey	El Paso Natural Gas	Yes	Yes
Stephanie LeCureaux	ANR	Yes	Yes
Services:			
Jim Buccigross	National Registry	Yes	Yes
Greg Lander	Skipping Stone TransCapacity	Yes	Yes
Mark Scheel	Dynegy	Yes	Yes
Randy Young	Koch Midstream	Yes	Yes