

**GISB Imbalance Subcommittee  
Approved Standards/Definitions**

The following is a listing of the standards and definitions which been approved by the Imbalance Subcommittee. These standards and definitions are necessary in order to support the Netting process and the Imbalance Trading process.

Definition

Netting ---> The summation of imbalances above any applicable tolerances for a Service Requester within an Operational Impact Area.

Modification to Standard 2.3.30

All Transportation Service Providers should allow Service Requesters (including agents of Service Requesters) to net imbalances within the same Operational Impact Area on and across contracts with the Service Requester and to trade imbalances within the same Operational Impact Area.

Standard # 1

Authorizations to post imbalances that are received by the Transportation Service Provider by 11:45 AM should be effective by 8:00 AM the next business day (central clock time). Imbalances previously authorized for posting should be posted on or before the ninth business day of the month.

Standard # 2

Transportation Service Providers should provide the ability to post and trade imbalances until at least the close of the nineteenth business day of the month.

Standard # 3

Transportation Service Providers should provide the ability to view and, upon request, download posted imbalances.

Standard # 4

Imbalances to be posted for trading should be authorized by the Service Requester.

Standard # 5

Transportation Service Providers should not be required to post zero imbalances.

Standard # 6

When trading imbalances, a quantity should be specified.

Standard # 7

The posted imbalance quantity should be a monthly quantity.

**GISB Imbalance Subcommittee  
Approved Standards/Definitions**

**Standard # 8**

Transportation Service Providers should enable the imbalance trading process by :

- Receiving the Request for Imbalance Trade,
- Receiving the Trade Confirmation,
- Sending the Trade Notification, and
- Reflecting the trade on the next monthly Shipper Imbalance or cashout.

**Standard # 9**

Imbalance trades can only be withdrawn by the initiating trader and only prior to the confirming trader's confirmation of the trade. Imbalance trades are considered final when confirmed by the confirming trader and effectuated by the Transportation Service Provider.

**Standard # 10**

To account for any imbalance remaining after imbalance trading and cashout, where the Transportation Service Provider (TSP) associates such imbalance with a contract, a Service Requester (SR) should agree to designate one of the SR's contracts in the Operational Impact Area where the original imbalance occurred, for such purpose.