

**GISB Imbalance Subcommittee
Previously Approved Concepts**

The following paragraphs contain the concepts which have been approved in previous Imbalance Subcommittee meetings. These concepts will be utilized by this Subcommittee as the starting point when drafting the standard language necessary to support the Imbalance Trading process. The concepts will be reviewed in chronological sequence by meeting date.

Concept agreed to ---> August 27, 1998

“All trades would be processed no later than a specific deadline.”

“Most on the phone supported that once the trade is confirmed it is final, in the same sense that a nomination is final. It was also discussed that the imbalance trades are to be considered final once the deadline is reached. Pipelines will not be in the role of brokering the trade.”

Concept agreed to : Alternative 2 ---> September 8, 1998

“1) Trader 1 sends in both sides of the trade.

2) Pipeline validates trade information and returns a quick response.

3) Optionally - Trader 2 is requested to send in a confirmation or denial of the trade.

4) Trader 2 sends in a confirmation or denial of the trade.

5a) Pipeline sends notice to both traders that the trade will or will not take place.

5b) Notification may not be sent (to trader 2) if trader 2 has not sent in either a confirmation or a denial.”

Concept agreed to ---> September 24, 1998

“Imbalance trades can be withdrawn prior to confirmation.”

“Transportation Service Providers should post imbalances authorized for trade on or before the ninth business day.”

Proposed Concepts ---> October 8, 1998

“Transportation Service Providers should allow an authorized and posted imbalance to be traded for a minimum of 10 business days.” OR

“Transportation Service Providers should allow an authorized and posted imbalance to be traded for a minimum of 5 business days.”

Proposed Concepts ---> October 22, 1998 (Replacements for the proposed concepts from October 8, 1998)

“Transportation Service Providers should allow an authorized and posted imbalance to be traded for a minimum of 10 business days.” OR

“Transportation Service Providers should allow an authorized and posted imbalance to be traded for a minimum of 10 days.” OR

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Proposed Concepts ---> October 22, 1998 (Continued)

“For Transportation Service Providers (TSPs) that display or provide imbalance information that can be relied upon for trade to their Service Requesters during the production month, those TSPs should allow an authorized and posted imbalance to be traded for a minimum of 4 business days. For TSPs that do not display or provide information that can be relied upon for trade to their Service Requesters during the production month, those TSPs should allow an authorized and posted imbalance to be traded for a minimum of 10 business days.” OR

“Transportation Service Providers should allow an authorized and posted imbalance to be traded.”

Proposed Concepts ---> November 3, 1998

“Each month, Service Requesters should notify their Transportation Service Providers (TSP) no later than the eleventh business day of their election to trade imbalances or to choose cash out. In the event no such notice is sent, the default is cash out. At the option of the Service Requester, the notice to the TSP may designate such election to be effective until further notice.”

“Authorizations to post imbalance data that are received by the Transportation Service Provider no later than 11:45 AM CCT would be effective for posting no later than 8:00 AM CCT the next business day.”

“Transportation Service Provider’s should allow a trading party to trade its Imbalances, whether posted or not, at least until the close of the nineteenth business day.”