

## 5.4.1 Firm Transportation and Storage Offer (Download) TECHNICAL IMPLEMENTATION OF BUSINESS PROCESS

The ~~Firm Transportation and Storage Capacity~~ Offer ~~Download transaction (Offer)~~ is a report from a transportation service provider to a data requester. Each Offer ~~Download~~ contains a single offer of released firm capacity rights that a shipper has made against a contract on the transportation service provider's system. ~~The transaction~~ It also contains all of the terms and conditions pertaining to the offer so that the data requester can evaluate the offer as a potential bidder, or for informational purposes. The Offer ~~Download~~ contains information regarding released capacity on one or more contracts.

Each offer is uniquely identified by the transportation service provider's assigned **offer number**. If capacity on more than one offer with a transportation service provider is released by a shipper and the offers are released as a package, the ~~stand~~ **stand-alone offer indicator** tells the receiver about the existence of the associated release(s).

An ~~Offer~~ can be a ~~pre-arranged~~ prearranged deal. A ~~pre-arranged~~ prearranged deal occurs when the releasing shipper and a replacement shipper (the prearranged bidder) have agreed to the terms of a release prior to posting. A ~~pre-arranged~~ prearranged deal may be biddable or non-biddable. The **biddable deal indicator** informs potential bidders that an offer is or is not biddable. Many indicators are included on an offer. A majority of these indicators are conditional on whether or not the deal is biddable.

The ~~Offer~~ Download contains the ~~offer term~~ offer term, made up of the release term start date and release term end date, which is the date range for the period of the capacity being offered. This term could span more than one season. When rates and/or ~~volumes~~ quantities in an offer change according to the season, the **seasonal start date** and **seasonal end date** are used to communicate the date ranges that the seasonal rates and ~~volumes~~ quantities are effective.

The ~~offer quantity~~ offer quantity for the specified gas transaction point(s), offer term, and rate ~~zone~~ communicate the total quantity being offered for that grouping. Each location within the grouping may also have a ~~gas transaction point quantity~~ gas transaction point quantity associated with it. In other words, the offer quantity specified at the contract level applies to the whole described release, and the ~~offer quantity~~ gas transaction point quantities may also be specified at the gas transaction point, or location, level only applies to the specific gas transaction point. The specification of the gas transaction point quantities may or may not be supported by the transportation service provider. The sum of the gas transaction point quantities may exceed the offer quantity specified. This is because the offer quantity specifies the contractual level of release, while the gas transaction point quantities indicate the minimum and/or maximum quantity that must be bid at the locations specified in the offer.

Some transportation service providers' tariffs have all charge types summed into a single volumetric rate or reservation rate. Other tariffs require that rates be bid according to charge types which are identified by the **rate identification code** and **surcharge identification code**. In the situation where rates are summed, a single set of volumetric or reservation rates are included with each release. In the situation where rates are separately biddable, a set of rates is sent for each charge type included in the release. In all situations, all applicable rates are

included in the offer. These rates may be stated in absolute dollars and cents per unit basis, or as a percentage of maximum tariff rates.

The ~~percentage or dollar denominated bids indicator~~ releaser designation of acceptable bidding basis in the offer tells potential bidders whether to bid in absolute dollars and cents per unit basis, or to bid as a percentage of maximum tariff rates. The **bid evaluation method** and **bid tie-breaking method** tell potential bidders how bids will be evaluated, and how the winning bid will be determined in the case of a tie, respectively. There are three standard bid evaluation methods: highest rate, net revenue and present value. An explanation of these methods can be found in Interpretation 7.3.14 in the Business Process and Practices section of this book.

The Offer Download contains information and entity common code numbers for the ~~transportation service provider~~ transportation service provider and the releasing shipper.

When an entity is a Releaser, a prearranged Bidder, or a Bidder, and such entity(ies) do(es) not have a valid common code (the D-U-N-S® Number) the Transportation Service Provider's proprietary entity identifier code (business party code) should be employed within these datasets until there is a valid common code for the entity associated with the applicable party(ies) Transportation service provider's proprietary code. Each business month the party(ies) seeking to send the proprietary code of the Transportation Service Provider in an applicable capacity release related dataset should verify that no D-U-N-S® Number yet exists for the subject entity. If such code does exist, then the sending parties agree to no longer employ the proprietary code for identifying such entity in the datasets related to the identified standards. Parties receiving such codes should be prepared to adjust as necessary to accept the Transportation Service Providers proprietary code or the common code as applicable. It is expected that this circumstance, (use of the proprietary code) would not extend beyond the availability of the common code or April 30, 1998 for a particular entity.

~~Information in the eOffer Downloads~~ containing information on all gas transaction points gas transaction points involved in the release which are expressed by the location common code or proprietary segment identifier. In addition, the **gas transaction point description** and/or **gas transaction point zone** may be specified in the offer.

Based on all of the information contained in the offer, potential bidders should be able to submit a bid. They should know how the bid should be expressed, any minimum bid value that may be required (if disclosed), and how and when the winning bid will be determined.

Refer to Transportation Service Provider's tariff, which may require the use of Sender's Option data elements.

In the capacity release process, some business practices allow the use of more than 25 rates and/or surcharges within one line item\*. The ANSI X12 limit for the segment containing these rates and/or surcharges (SAC segment) is 25. To accommodate more than 25 rates and/or surcharges within one line item, multiple PO1 loops must be created for the additional SAC segments. These PO1 loops are tied together by the value of the PO101 element, which must match in these multiple PO1 loops. The first occurrence of the PO1 loop of a line item must contain the applicable data elements per GISB's specified usage. The subsequent corresponding PO1 loop(s) would only contain the PO101 and the additional SAC segments.

No other segments (other than PO1 and SAC) would appear in the subsequent corresponding PO1 loop(s). Since multiple line items may occur, it is necessary to differentiate one line item from another. This is accomplished by assigning a unique PO101 value for each unique line item.

\*For the purposes of this explanation, a line item consists of all GISB data dictionary data elements that appear in the detail and sub-detail.

## 5.4.2 ~~Firm Transportation and Storage~~ Bid Review (~~d~~Download) TECHNICAL IMPLEMENTATION OF BUSINESS PROCESS

The ~~Firm Transportation and Storage Capacity~~ Bid ~~Download~~Review (Bid) is a report from a transportation service provider to a data requester. Each ~~report~~ Bid Download contains all of the information pertaining to a bid which has been received from potential replacement shippers in response to an offer to release capacity ~~or a pre-arranged deal~~. There may be multiple bids (or no bids) received by the transportation service provider in response to an offer ~~or biddable pre-arranged deal~~.

The **bid receipt date** and **bid receipt time** indicate the date and time that the bid was received by the transportation service provider.

Each ~~b~~ Bid Download contains the **offer number** that the bid pertains to, as well as a **bid number** assigned by the transportation service provider. Each bid number is unique ~~to an offer within a transportation service provider~~. ~~The combination of the~~ By providing the offer bid number and ~~bid offer~~ number, ~~allows both the unique identification of each bid and the offer to which the bid corresponds~~ can be uniquely identified.

The ~~pre-arranged~~ prearranged **bid indicator** tells the data requester whether the bid is in response to an offer or ~~as is~~ part of a pre-arranged deal.

Bids also contain a ~~stand~~ stand-alone **bid indicator** which tells the data requester whether the bid stands on its own or must be considered along with another bid or bids. In addition, the **contingency indicator** tells the data requester whether the bid is contingent or not.

The bid contains the ~~bid quantity~~ bid quantity which specifies the quantity that the bidder wishes to acquire. In some cases, the bidder may be willing to accept an award for less than the full quantity bid on. This is indicated in the bid by the **lesser quantity indicator**. In these cases, the bidder also submits a ~~bid minimum quantity~~ bid minimum quantity which indicates the minimum quantity the bidder will accept. The bid quantity (and bid minimum quantity) may be expressed for the total quantity being offered (at the contract level), or may be expressed separately for each **gas transaction point** contained in the offer (at the location level).

~~Naturally~~ the bid contains information on the dollar value being bid. This value may be expressed in various forms or charge types, such as volumetric rate or reservation rate. Charge types are identified by the **rate identification code** and **surcharge identification code**. The charge type(s) in the bid are determined by those contained in the offer to which the bid is in response. In some cases, the value bid is expressed in absolute dollars and cents per unit basis. In other cases the bid is expressed as a percentage of maximum tariff rates. This is indicated by the ~~percentage or dollar denominated bids indicator~~ bidder's designation of bidding basis.

The ~~b~~ Bid Download also contains the bidder's ~~release term~~ release term, made up of the bidder's release term start date and bidder's release term end date, which is the date range for the period of capacity the bidder wishes to acquire. Note that this may be the same as the date range in the offer, or the bidder may bid for a shorter term if the releasing shipper has indicated that a shorter term bid is acceptable.

The [Bid Download](#) contains the entity common code numbers for all parties involved in the transaction: the **transportation service provider**, the bidder, and the releasing shipper.

When an entity is a Releaser, a prearranged Bidder, or a Bidder, and such entity(ies) do(es) not have a valid common code (the D-U-N-S® Number) the Transportation Service Provider's proprietary entity identifier code (business party code) should be employed within these datasets until there is a valid common code for the entity associated with the applicable party(ies) Transportation service provider's proprietary code. Each business month the party(ies) seeking to send the proprietary code of the Transportation Service Provider in an applicable capacity release related dataset should verify that no D-U-N-S® Number yet exists for the subject entity. If such code does exist, then the sending parties agree to no longer employ the proprietary code for identifying such entity in the datasets related to the identified standards. Parties receiving such codes should be prepared to adjust as necessary to accept the Transportation Service Providers proprietary code or the common code as applicable. It is expected that this circumstance, (use of the proprietary code) would not extend beyond the availability of the common code or April 30, 1998 for a particular entity.

Bid [Downloads](#) contain information on **all gas transaction points** involved in the release which are expressed by the location common code or proprietary segment identifier. In addition, the **gas transaction point description** and/or **gas transaction point zone** may be specified in the bid.

Based on all of the information contained in the bid, the transportation service provider, through a predetermined evaluation method specified by the releasing shipper in the offer, evaluates which bid or bids (in the case of multiple bids for less than the full offer) on the original offer are winners. This bid (or bids) is (are) then accepted and awarded. This information is communicated through the [Capacity Award Notice Download](#). There are three standard bid evaluation methods: highest rate, net revenue and present value. An explanation of these methods can be found in Interpretation 7.3.14 in the Business Process and Practices section of this book.

Refer to Transportation Service Provider's tariff, which may require the use of Sender's Option data elements.

In the capacity release process, some business practices allow the use of more than 25 rates and/or surcharges within one line item\*. The ANSI X12 limit for the segment containing these rates and/or surcharges (SAC segment) is 25. To accommodate more than 25 rates and/or surcharges within one line item, multiple PO1 loops must be created for the additional SAC segments. These PO1 loops are tied together by the value of the PO101 element, which must match in these multiple PO1 loops. The first occurrence of the PO1 loop of a line item must contain the applicable data elements per GISB's specified usage. The subsequent corresponding PO1 loop(s) would only contain the PO101 and the additional SAC segments. No other segments (other than PO1 and SAC) would appear in the subsequent corresponding PO1 loop(s). Since multiple line items may occur, it is necessary to differentiate one line item from another. This is accomplished by assigning a unique PO101 value for each unique line item.

\*For the purposes of this explanation, a line item consists of all GISB data dictionary data elements that appear in the detail and sub-detail.

### 5.4.3 ~~Firm Transportation and Storage~~ Award Notice (~~d~~Download) TECHNICAL IMPLEMENTATION OF BUSINESS PROCESS

The ~~Capacity~~ Award ~~Notice~~ Download is a report from a transportation service provider to a data requester. The ~~a~~Award Download contains data from the original offer and the winning bid. ~~The award~~ It also contains data on firm transportation or storage capacity which was ~~offered (via an offer or biddable pre-arranged deal), bid upon, and~~ awarded to the replacement shipper who submitted the winning bid. The ~~a~~Award Download contains all information pertaining to the terms of the deal as it was ultimately consummated. Not every offer will result in an award, but every award will correspond to an offer ~~or biddable pre-arranged deal~~.

The ~~a~~Award ~~dataset~~ Download contains the **offer number** of the original offer and the **bid number** of the winning bid which resulted in the award. In the case of multiple partial bids, there will be multiple ~~a~~Award ~~documents~~ Downloads each of which will contain a different bid number. All awards may be traced back to the offer they correspond to and the bid which was the ultimate winner. The **pre-arranged deal indicator** tells the data requester whether the award was the result of an ~~a~~ nonprearranged offer or a ~~biddable pre-arranged~~ prearranged deal.

The ~~a~~Award Download contains the ~~award quantity~~ award quantity which specifies the final quantity that was awarded. The award quantity may be expressed for the total quantity awarded (at the contract level), or may be expressed separately for each **gas transaction point** contained in the award (at the location level).

The ~~a~~Award Download contains all rate information pertaining to the various charge types, such as ~~volumetric rate, reservation rate,~~ volumetric rate, reservation rate, etc. ~~In the award,~~ The charge types themselves correspond to those in the original offer, but the values reflect the final outcome of the bidding and award process. As in the offer and bid, the value of the charge types may be expressed in absolute dollars and cents per unit basis or as a percentage of maximum tariff rates. As in the ~~offer and~~ bid, this is indicated by the ~~percentage or dollar denominated bids indicator~~ bidder designation of bidding basis. ~~In the award,~~ The charge types are expressed in the same form as they were expressed in the original offer. The ~~a~~Award Download also contains the ~~maximum reservation rate~~ maximum reservation rate in effect, or in the case of a volumetric release, the ~~maximum volumetric rate~~ maximum volumetric rate in effect.

The term in the ~~a~~Award Download represents the actual ~~award term~~ award term, made up of the release term start date, release term start time, release term end date and release term end time, that is the start and end dates and times for the term of the release of capacity. This may be the same as offered, or it may be a shorter term if the offer was open to bidding on a shorter term.

As in the other datasets, all parties involved in the transaction are identified by their entity common code number. The ~~transportation service provider~~ transportation service provider, the releasing shipper, and the replacement shipper/winning bidder are identified.

When an entity is a Releaser, a prearranged Bidder, or a Bidder, and such entity(ies) do(es) not have a valid common code (the D-U-N-S® Number) the Transportation Service Provider's proprietary entity identifier code (business party code) should be employed within these

datasets until there is a valid common code for the entity associated with the applicable party(ies) Transportation service provider's proprietary code. Each business month the party(ies) seeking to send the proprietary code of the Transportation Service Provider in an applicable capacity release related dataset should verify that no D-U-N-S® Number yet exists for the subject entity. If such code does exist, then the sending parties agree to no longer employ the proprietary code for identifying such entity in the datasets related to the identified standards. Parties receiving such codes should be prepared to adjust as necessary to accept the Transportation Service Providers proprietary code or the common code as applicable. It is expected that this circumstance, (use of the proprietary code) would not extend beyond the availability of the common code or April 30, 1998 for a particular entity.

Award [Download](#)s contain information on ~~all~~ gas transaction points involved in the release which are expressed by the location common code or proprietary segment identifier. In addition, the **gas transaction point description** and/or **gas transaction point zone** may be specified in the bid.

The ~~a~~Award ~~document~~ [Download](#) represents the final document in the offer-bid-award process of capacity release. It contains the information pertaining to what capacity, at what points, and at what price for what period, was actually released and awarded to a replacement shipper.

Refer to Transportation Service Provider's tariff, which may require the use of Sender's Option data elements.

In the capacity release process, some business practices allow the use of more than 25 rates and/or surcharges within one line item\*. The ANSI X12 limit for the segment containing these rates and/or surcharges (SAC segment) is 25. To accommodate more than 25 rates and/or surcharges within one line item, multiple PO1 loops must be created for the additional SAC segments. These PO1 loops are tied together by the value of the PO101 element, which must match in these multiple PO1 loops. The first occurrence of the PO1 loop of a line item must contain the applicable data elements per GISB's specified usage. The subsequent corresponding PO1 loop(s) would only contain the PO101 and the additional SAC segments. No other segments (other than PO1 and SAC) would appear in the subsequent corresponding PO1 loop(s). Since multiple line items may occur, it is necessary to differentiate one line item from another. This is accomplished by assigning a unique PO101 value for each unique line item.

\*For the purposes of this explanation, a line item consists of all GISB data dictionary data elements that appear in the detail and sub-detail.

## 5.4.5 ~~Firm Transportation and Storage~~ Withdrawal (~~d~~Download) TECHNICAL IMPLEMENTATION OF BUSINESS PROCESS

The download of capacity withdrawals of offers, bids and awards (~~Withdrawals~~) is a report from the transportation provider to a data requester. The dataset is used to communicate withdrawals of offers by the releasing shippers, withdrawals of bids by bidders, and withdrawals of awards by the transportation service provider. All Withdrawal Downloads must adhere to the applicable GISB standards.

All types of ~~W~~withdrawals are requested together, that is, withdrawals of offers cannot be requested separately from withdrawals of bids or awards. The **withdrawal type indicator**, which is present in all Withdrawal Downloads, communicates to the receiver what type of withdrawal it is.

The **offer number** is included in all Withdrawal Downloads. Bid withdrawals include the offer number and **bid number**, award withdrawals include offer number, bid number, and **award number**. In this way, regardless of which type of withdrawal is being reported, the offer, bid, or award being withdrawn, as well as its related documents, can be ~~positively~~ identified.

The **withdrawal posting date** and **withdrawal posting time** indicate the date and time that the withdrawal was posted by the transportation service provider and was available for download.

All Withdrawal Downloads identify the ~~transportation service provider~~ transportation service provider by including its entity common code number.

By matching up the relevant offer, bid, or award number along with the identity of the transportation service provider contained in the Withdrawal Downloads, the data requester can identify the offer, bid or award which was withdrawn.

Refer to Transportation Service Provider's tariff, which may require the use of Sender's Option data elements.

## 5.4.6 ~~Electronic~~ Withdrawal Upload

### TECHNICAL IMPLEMENTATION OF BUSINESS PROCESS

The ~~electronic~~ uploads of withdrawals of offers and bids ~~are~~ sent by the withdrawing party, or their agent, to the transportation service provider. They are used to ~~electronically~~ communicate the information necessary to identify the specific offer or bid being withdrawn. All ~~uploads of w~~Withdrawal Uploads must adhere to applicable GISB standards. The **withdrawal type indicator**, which is present in all ~~uploads of w~~Withdrawal Uploads, communicates to the receiver what type of withdrawal is being reported.

Uploads of withdrawals of offers include the **offer number** of the offer being withdrawn. Uploads of withdrawals of bids include the **bid number** of the bid being withdrawn, as well as the offer number that the bid was in response to. In this way, regardless of which type of withdrawal is being uploaded, the offer or bid being withdrawn, as well as any related documents, can be ~~positively~~ identified.

The ~~transportation service provider~~ **transportation service provider** and the entity withdrawing the offer or bid are identified by their entity common code numbers.

An **authorization code** may be sent by the withdrawing party. This confidential authorization code indicates to the receiver of the document that the entity indicated as the withdrawing party has the right to undertake and ~~to~~ authorizes this withdrawal.

If an invalid ~~electronic upload of a w~~Withdrawal Upload is sent, the transportation service provider will respond via existing business processes.

## ~~5.4.9 UPPD – Offer Upload~~ Notification TECHNICAL IMPLEMENTATION OF BUSINESS PROCESS

~~Note: This transaction was previously titled “UPPD – Notify and Request to Confirm”~~

When an ~~Offer Upload to Pipeline of Prearranged Deal~~ has been successfully processed, the ~~replacement shipper/prearranged bidder~~ initiates the confirmation process with the transportation service provider. The sending and receiving of the ~~UPPD Offer Upload Notification, UPPD Offer Upload Bidder Confirmation, and UPPD Offer Upload Bidder Confirmation Validation Quick Response~~ are dependent upon the business practices of the transportation service provider. The optional ~~UPPD Offer Upload Notification~~ may be sent by either the releasing shipper or the transportation service provider to the ~~replacement shipper/prearranged bidder~~ to ~~inform him/her of~~ ~~provide~~ the terms of the prearranged deal that have been submitted on the ~~replacement shipper/prearranged bidder~~'s behalf. The document that the prearranged ~~replacement shipper/bidder~~ receives is the ~~Offer Upload to Pipeline of Prearranged Deal~~–Notification.

The ~~UPPD Number~~ ~~offer tracking identifier~~, ~~used for tracking of this release, identifies the release submitted by the releasing shipper.~~ ~~provided by the releasing shipper in the Offer Upload, is used to identify the specific prearranged offer that this Offer Upload Notification is referencing.~~

All of the terms submitted by the releasing shipper, plus terms added by the transportation service provider ~~(if the Offer Upload Notification is sent by the transportation service provider)~~, are sent to the prearranged ~~replacement shipper/bidder~~ for review.

In the capacity release process, some business practices allow the use of more than 25 rates and/or surcharges within one line item\*. The ANSI X12 limit for the segment containing these rates and/or surcharges (SAC segment) is 25. To accommodate more than 25 rates and/or surcharges within one line item, multiple PO1 loops must be created for the additional SAC segments. These PO1 loops are tied together by the value of the PO101 element, which must match in these multiple PO1 loops. The first occurrence of the PO1 loop of a line item must contain the applicable data elements per GISB's specified usage. The subsequent corresponding PO1 loop(s) would only contain the PO101 and the additional SAC segments. No other segments (other than PO1 and SAC) would appear in the subsequent corresponding PO1 loop(s). Since multiple line items may occur, it is necessary to differentiate one line item from another. This is accomplished by assigning a unique PO101 value for each unique line item.

\*For the purposes of this explanation, a line item consists of all GISB data dictionary data elements that appear in the detail and sub-detail.

## 5.4.10 ~~UPPD~~ - Offer Upload Bidder Confirmation TECHNICAL IMPLEMENTATION OF BUSINESS PROCESS

The ~~UPPD~~Offer Upload Bidder Confirmation is sent from the prearranged ~~replacement shipper~~bidder to the return addressee (which could be the transportation service provider) in response to the ~~UPPD~~Offer Upload Notification. As previously noted, the sending and receiving of the ~~UPPD~~Offer Upload Notification, ~~UPPD~~Offer Upload Bidder Confirmation, and ~~UPPD~~Offer Upload Bidder Confirmation ~~Validation~~Quick Response are dependent upon the business practices of the transportation service provider. The ~~UPPD~~Offer Upload Notification explained the details of the release to the confirming party, which is the prearranged bidder. The Offer Upload ~~Bidder~~ Confirmation ~~transaction~~ informs the transportation service provider whether or not the prearranged ~~replacement shipper~~bidder agrees to the terms that have been submitted on behalf of the prearranged ~~replacement shipper~~bidder. The ~~replacement shipper~~prearranged bidder may accept or decline the bid in the confirmation.

The ~~UPPD Number~~offer tracking identifier, ~~used for tracking of this release, identifies the release submitted by the releasing shipper~~ provided by the releasing shipper in the Offer Upload, is used to identify the specific prearranged offer that this Offer Upload Bidder Confirmation is referencing. ~~This business process is conditional based on the business practices of the transportation service provider.~~

## 5.4.11 ~~UPPD~~ - Offer Upload Bidder Confirmation Validation TECHNICAL IMPLEMENTATION OF BUSINESS PROCESS

The ~~UPPD~~Offer Upload Bidder Confirmation ~~Validation~~Quick Response is sent from the transportation service provider to the return addressee in response to the ~~UPPD~~Offer Upload Bidder Confirmation. As previously noted, the sending and receiving of the ~~UPPD~~Offer Upload Notification, ~~UPPD~~Offer Upload Bidder Confirmation, and ~~UPPD~~Offer Upload Bidder Confirmation ~~Validation~~Quick Response are dependent upon the business practices of the transportation service provider. The Offer Upload Bidder Confirmation informed the transportation service provider that the prearranged ~~replacement shipper~~bidder was or was not agreeable to the terms of the prearranged release. The ~~validation~~Offer Upload Bidder Confirmation Quick Response ~~transaction~~ responds to the prearranged ~~replacement shipper~~bidder that the Offer Upload Bidder Confirmation was either ~~understood~~valid or ~~had~~contained errors/warnings. This ~~validation~~quick response ~~transaction~~ is necessary because the ~~request for confirmation~~Offer Upload Notification may have originated from a party other than the transportation service provider, and the information relayed to the prearranged ~~replacement shipper~~bidder may not match the information that the transportation service provider ~~recognizes~~received in the Offer Upload.

The ~~UPPD Number~~offer tracking identifier, ~~used for tracking of this release, identifies the release submitted by the releasing shipper provided by the releasing shipper in the Offer Upload, is used to identify the specific prearranged offer that this Offer Upload Bidder Confirmation Quick Response is referencing. This business process is conditional based on the use of the business conditional UPPD Bidder Confirmation.~~

## 5.4.12 ~~UPPD~~ - Offer Upload Final Disposition TECHNICAL IMPLEMENTATION OF BUSINESS PROCESS

The ~~UPPD~~ Offer Upload Final Disposition ~~can be sent~~ is sent by the transportation service provider to the releasing shipper, and ~~for the prearranged bidder replacement shipper~~ to inform the party(ies) that the deal has been completely processed through the cycle. The deal may or may not have resulted in a contract. The Offer Upload Final Disposition ~~transaction~~ tells the releasing shipper if the deal was awarded, if it was awarded to the ~~pre-arranged~~ prearranged bidder or a ~~subsequent~~ non-prearranged bidder, or if it was not awarded and the reason why. The Offer Upload Final Disposition ~~it~~ tells the ~~replacement shipper~~ prearranged bidder the status of the deal and, if the prearranged bidder was awarded the capacity and is now the replacement shipper, informs the replacement shipper of the new contract number under which the replacement shipper may transact business.

The offer tracking identifier, provided by the releasing shipper in the Offer Upload, is used to identify the specific offer that this Offer Upload Final Disposition is referencing.

## Offer Upload

### TECHNICAL IMPLEMENTATION OF BUSINESS PROCESS

The Offer Upload document is sent from the releasing shipper (or its agent) to the transportation service provider. The Offer Upload enables a releasing shipper to communicate the terms of an offer that the shipper either wishes to receive bids on, or a offer which already has a pre-arranged bid associated with it (a pre-arranged *deal*).

In the former case, the transaction contains all of the data necessary for the transportation service provider to post the offer information and allow potential replacement shippers to bid on the offered capacity. In the latter case, the transaction contains all of the data necessary to convey the terms of the offer and the terms of the prearranged bid to the service provider. Pre-arranged deals may also be biddable or non-biddable.

An Offer Upload transaction designates a release for one or more contracts for a period of time. This release may or may not have a designated pre-arranged bidder and may or may not be biddable.

An **offer tracking identifier** is assigned to each offer upload transaction. This identifier allows the Offer Upload to be identified in relevant response documents, including the Offer Upload Quick Response. This identifier is assigned by the releasing party.

If there is no pre-arranged bid information contained in the Offer Upload, the document contains all of the terms necessary to populate the offer transaction. In the case where there is pre-arranged bid information, the Offer Upload contains all of the information necessary to populate the offer, bid and award transactions. Many of the data elements in the Offer Upload are conditional upon whether or not the offer does have a pre-arranged bid associated with it, which is indicated by the **pre-arranged deal indicator**. In the case of pre-arranged deals, the **biddable deal indicator** tells other shippers if the pre-arranged deal is **biddable**. Pre-arranged deals that are not biddable have fewer data elements associated with them than biddable pre-arranged deals..

There are three standard bid evaluation methods that a transportation service provider may offer for the releasing shipper to choose from: highest rate, net revenue and present value. An explanation of these methods can be found in Interpretation 7.3.14 in the Business Process and Practices section of this book.

One release may be for multiple segments within a contract, multiple seasons and/or multiple rate zones. Locations and associated quantities within a release may be grouped by season, a group of locations, and/or a group of rates. In other words, if the same set of rates and dates apply to many released receipt and/or delivery locations, then the locations and their associated quantities may be grouped into one set of rates and dates.

Some transportation service provider tariffs require that **rates** are bid according to **rate identification code or surcharge identification code** while other tariffs allow all charge type rates to be summed into a single **volumetric rate or reservation rate**. Because of this variance, all rates are specified according to a rate charge type. In the situation where rates are summed, then a single set of volumetric or reservation rates will be included with each release. In the situation where rates are separately biddable, there must be a set of rates for

each charge type included in the release. In all situations, all applicable rates must be included in the release.

The Offer Upload contains the entity common code numbers for the **transportation service provider**, the releasing shipper, and if the Offer Upload contains pre-arranged bid information, the bidder.

In the capacity release process, some business practices allow the use of more than 25 rates and/or surcharges within one line item\*. The ANSI X12 limit for the segment containing these rates and/or surcharges (SAC segment) is 25. To accommodate more than 25 rates and/or surcharges within one line item, multiple PO1 loops must be created for the additional SAC segments. These PO1 loops are tied together by the value of the PO101 element, which must match in these multiple PO1 loops. The first occurrence of the PO1 loop of a line item must contain the applicable data elements per GISB's specified usage. The subsequent corresponding PO1 loop(s) would only contain the PO101 and the additional SAC segments. No other segments (other than PO1 and SAC) would appear in the subsequent corresponding PO1 loop(s). Since multiple line items may occur, it is necessary to differentiate one line item from another. This is accomplished by assigning a unique PO101 value for each unique line item.

\*For the purposes of this explanation, a line item consists of all GISB data dictionary data elements that appear in the detail and sub-detail.

An Example of a Offer Uploads, one without a corresponding pre-arranged bid, and one with a pre-arranged bid, are shown below.

## **Offer Upload Quick Response TECHNICAL IMPLEMENTATION OF BUSINESS PROCESS**

The Offer Upload Quick Response is sent from the transportation service provider to the return addressee (which is usually the shipper offering the capacity), as a direct response to the Offer Upload. One quick response transaction is sent in response to one offer upload transaction. An Offer Upload Quick Response is sent in response to all Offer Uploads, whether the Offer Upload contains pre-arranged bid information or not.

The **offer tracking identifier** that was sent as the tracking identifier in the Offer Upload is returned as the tracking identifier in the quick response transaction. The **transaction status code** accompanies the offer tracking identifier. The status tells whether the Offer Upload was accepted, accepted with warnings, or rejected.

The transaction status code also indicates whether **validation codes** will accompany the quick response document. **Validation message(s)** may also be sent to further explain any validation codes present in the quick response. If the document was processed with no warnings or errors, then there will be no validation codes returned. The validation code may be sent for the entire document, or sent at the contract/rate and/or location level. In those cases where the validation code indicates an error for specific data contained in the Offer Upload, the data which was in error will be returned in the quick response.

When the Offer Upload included business conditional data elements that the transportation service provider did not process, a validation code will be sent back identifying the data element (or elements) received that was (were) not processed.

Based on the information contained in the Offer Upload Quick Response, the entity submitting the Offer Upload can determine whether the Offer Upload was valid and processed or whether errors must be corrected.

An Example of an Offer Upload Quick Response is shown below.

## **Bid Upload**

### **TECHNICAL IMPLEMENTATION OF BUSINESS PROCESS**

The Bid Upload document is sent from potential replacement shippers (or their agents) to the transportation service provider. The Bid Upload enables a shipper wishing to bid on offered capacity the ability to communicate the terms of the bid. Bids may be submitted on all offers including those pre-arranged deals which are biddable.

A **bid tracking identifier** is assigned to each bid upload transaction. This identifier allows the Bid Upload to be identified in relevant response documents, including the Bid Upload Quick Response. This identifier is assigned by the releasing party.

Each Bid Upload contains the **offer number** that the bid pertains to and each bid number is unique to an offer. The combination of the offer number and bid tracking identifier allows the unique identification of each bid upload and the offer to which the bid corresponds.

Bid Uploads also contain a **stand alone bid indicator** which tells the releasing shipper whether the bid stands on its own or must be considered along with another bid or bids. In addition, the **bidder's contingency indicator** (???) tells the releasing shipper whether the bid is contingent or not.

The Bid Upload contains the **bid quantity** which specifies the quantity that the bidder wishes to acquire. In some cases, the bidder may be willing to accept an award for less than the full quantity bid on. This is indicated by the **lesser quantity indicator**. In these cases, the bidder also submits a **bid minimum quantity** which indicates the minimum quantity the bidder will accept. The bid quantity (and bid minimum quantity) may be expressed for the total quantity being offered, or may be expressed separately for each **gas transaction point** contained in the offer.

Naturally the Bid Upload contains information on the value being bid. This value may be expressed in various forms or charge types, such as volumetric rate or reservation rate. Charge types are identified by the **rate identification code** and **surcharge identification code**. The charge type(s) in the bid are determined by those contained in the offer to which the Bid Upload is in response. In some cases, the value bid is expressed in absolute dollars and cents. In other cases the bid is expressed as a percentage of maximum tariff rates. This is indicated by the **percentage or dollar denominated bids indicator**.

The Bid Upload also contains the **bidder's release term** (???), which is the date range for the period of capacity the bidder wishes to acquire. Note that this may be the same as the date range in the offer, or the bidder may bid for a shorter term if the releasing shipper has indicated that a shorter term bid is acceptable.

The Bid Upload contains the entity common code numbers for all parties involved in the transaction: the transportation service provider, the bidder, and the releasing shipper.

Bid Uploads contain information on all **gas transaction points** involved in the release which are expressed by the location common code or proprietary segment identifier. In addition, the

**gas transaction point description** and/or **gas transaction point zone** may be specified in the bid.

Based on all of the information contained in the Bid Upload, the transportation service provider, through a predetermined evaluation method specified by the releasing shipper in the offer, evaluates which bid or bids (in the case of multiple bids for less than the full offer) on the original offer are winners. This bid (or bids) is (are) then accepted and awarded. This information is communicated through the Capacity Award Notice. There are three standard bid evaluation methods: highest rate, net revenue and present value. An explanation of these methods can be found in Interpretation 7.3.14 in the Business Process and Practices section of this book.

In the capacity release process, some business practices allow the use of more than 25 rates and/or surcharges within one line item\*. The ANSI X12 limit for the segment containing these rates and/or surcharges (SAC segment) is 25. To accommodate more than 25 rates and/or surcharges within one line item, multiple PO1 loops must be created for the additional SAC segments. These PO1 loops are tied together by the value of the PO101 element, which must match in these multiple PO1 loops. The first occurrence of the PO1 loop of a line item must contain the applicable data elements per GISB's specified usage. The subsequent corresponding PO1 loop(s) would only contain the PO101 and the additional SAC segments. No other segments (other than PO1 and SAC) would appear in the subsequent corresponding PO1 loop(s). Since multiple line items may occur, it is necessary to differentiate one line item from another. This is accomplished by assigning a unique PO101 value for each unique line item.

\*For the purposes of this explanation, a line item consists of all GISB data dictionary data elements that appear in the detail and sub-detail.

An Example of a Bid Upload is shown below.

## **Bid Upload Quick Response**

### **TECHNICAL IMPLEMENTATION OF BUSINESS PROCESS**

The Bid Upload Quick Response is sent from the transportation service provider to the return addressee (which is usually the bidder bidding on the offered capacity), as a direct response to the Bid Upload. One quick response transaction is sent in response to one bid upload transaction.

The **bid tracking identifier** that was sent as the tracking identifier in the Bid Upload is returned as the tracking identifier in the quick response transaction. The **transaction status code** accompanies the bid tracking identifier. The status tells whether the Bid Upload was accepted, accepted with warnings, or rejected.

The transaction status code also indicates whether **validation codes** will accompany the quick response document. **Validation message(s)** may also be sent to further explain any validation codes present in the quick response. If the document was processed with no warnings or errors, then there will be no validation codes returned. The validation code may be sent for the entire document, or sent at the contract/rate and/or location level. In those cases where the validation code indicates an error for specific data contained in the Bid Upload, the data which was in error will be returned in the quick response.

When the Bid Upload included business conditional data elements that the transportation service provider did not process, a validation code will be sent back identifying the data element (or elements) received that was (were) not processed.

Based on the information contained in the Bid Upload Quick Response, the entity submitting the Bid Upload can determine whether the Bid Upload was valid and processed or whether errors must be corrected.

An Example of an Bid Upload Quick Response is shown below.