

**R99033**  
**PIPELINE SEGMENT COMMENTS**  
**due January 26, 2000**

**(S86) 5.3.x** ~~Location~~ Operationally Available Capacity (~~L~~OAC) should be reported as the quantity (in standard units) remaining available to be scheduled at (or through) the identified ~~location point, segment or zone~~, in the indicated direction of flow. ~~Location~~ Operating Capacity (~~L~~OPC) should be recorded as the total capacity which could be scheduled at (or through) the identified ~~location point, segment or zone~~ in the indicated direction of flow. The Total Scheduled Quantity (TSQ) should be reported as the net quantity scheduled at the point, segment or zone level in the indicated direction of flow. When reporting ~~L~~OAC, ~~and L~~OPC ~~and TSQ~~, the transportation service provider should indicate whether the individual reported ~~location~~-capacity is at the ~~point, segment point, segment~~ or zone, ~~segment, or point~~ level.

**Rationale:**

- Cleans-up the language and alleviates possible confusion surrounding the term ‘location’. Currently, the ‘Location Code’ data element is defined in Flowing Gas data sets as “Unique identification of a point.”
- Moves the reporting requirement for Total Scheduled Quantity from S88 to S86 so that the three quantities (OAC, OPC and TSQ) are contained in a single standard.
- Clarifies that the quantities mentioned in the standard can be reported at three different levels.

**(S87) 5.3.x** ~~Location~~ Operationally Available Capacity (~~L~~OAC), ~~Location~~ Operating Capacity (~~L~~OPC) and ~~Location~~Total Scheduled Quantity (~~L~~TSQ) are associated information and should be reported at the same level. Transportation Service Providers should report ~~L~~OAC, ~~L~~OPC and ~~L~~TSQ at, at least one of, point, segment or zone level.

**Rationale:**

- Same clean-up as in S86 regarding the term ‘location’.
- In this standard the clean-up is also applied to the data element for scheduled quantity.

~~(S88) 5.3.y~~ ~~A Transportation Service Provider should support reporting in the Operationally Available Capacity data set (5.4.13) the Location, Location Scheduled Quantity and the Location Zone.~~ When reporting ~~Location~~ Operationally Available Capacity, ~~and Location~~ Operating Capacity ~~and Total Scheduled Quantity~~, the ~~Location-Z~~zone should be identified when the ~~location~~point or segment is associated with one ~~Location-Z~~zone.

**Rationale:**

- Moves the reporting requirement for Total Scheduled Quantity from S88 to S86 so that the three quantities (OAC, OPC and TSQ) are contained in a single standard.
- Same clean-up as in S86 and S87 regarding the term ‘location’.
- In this standard the clean-up is also applied to the data element for zone.
- Cleans-up the language of the last sentence. The identification of the zone applies only when the quantities are reported at the point or segment level.

~~(S89) 5.3.z~~ The ~~Location~~Total Scheduled Quantity and the ~~Location~~Operationally Available Capacity information should be updated by the Transportation Service Provider to reflect scheduling changes and be reported promptly following ~~at least~~the scheduling deadline associated with the timely and evening nominations cycles.

**Rationale:**

- Same clean-up as in S86 and S87 regarding the term ‘location’.
- The phrase “at least” is not necessary because all GISB standards are a minimum. The standard only needs to state the two applicable cycles.