RECOMMENDATION TO GISB EXECUTIVE COMMITTEE
(Reference material in the request is corrected)
Revised by the Executive Committee on July 16, 1999

Requester: GISB 1999 Annual Plan   Request No.: 1999AP7, R97117, R97118

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1. Recommended Action: **Effect of EC Vote to Accept Recommended Action:**
    ___Accept as requested   X Change to Existing Practice
    _X_Accept as modified below   ___Status Quo
    ___Decline

2. TYPE OF MAINTENANCE

    Per Request: **Per Recommendation:**

    ___Initiation   X Initiation
    ___Modification   ___Modification
    ___Interpretation   ___Interpretation
    ___Withdrawal   ___Withdrawal

    ___Principle (x.1.z)   ___Principle (x.1.z)
    ___Definition (x.2.z)   ___Definition (x.2.z)
    ___Business Practice Standard (x.3.z)   X Business Practice Standard (x.3.z)
    ___Document (x.4.z)   ___Document (x.4.z)
    ___Data Element (x.4.z)   ___Data Element (x.4.z)
    ___Code Value (x.4.z)   ___Code Value (x.4.z)
    ___X12 Implementation Guide   ___X12 Implementation Guide
    ___Business Process Documentation   ___Business Process Documentation

3. RECOMMENDATION

Recommend definitions and standards [below] to the Executive Committee. The Imbalance Subcommittee further recommends that these standards not be sent out for member ratification prior to being fully staffed. Draft data dictinoonaries are included to be forwarded to the Information Requirements Subcommittee and are **NOT** part of the recommendation. Similarly, a diagram is included for illustrative purposes only –it, too, is **NOT** part of the recommendation.

STANDARD LANGUAGE (for addition, modification or deletion of a principle, definition or business practice standard)

Standard No. and Language:
P1: GISB Standard Nos. [D1, D2, 2.3.30, S1, S2, S3, S4, S5, S6, S8, S9, S10, S11, S12] were developed for trading of monthly imbalances.   **D1:** Operational Impact Area is the term used to describe a Transportation Service Provider's designation of the largest possible area(s) on its system in which imbalances have a similar operational effect.

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE
(Reference material in the request is corrected)
Revised by the Executive Committee on July 16, 1999

Requester: GISB 1999 Annual Plan   Request No.: 1999AP7, R97117, R97118

D2: Netting is the term used to describe the process of resolving imbalances for a Service Requester within an Operational Impact Area. There are two types of Netting: • summing is the accumulation of all imbalances above any applicable tolerances for a Service Requester or agent, • offsetting is the combination of positive or negative imbalances above any applicable tolerances for a Service Requester or agent.
Current 2.3.30: ~~All Transportation Service Providers should allow Service Requesters (in this instance , service requesters excludes agents) to net similarly situated imbalances on and across contracts with the service requester. In this context, "similarly situated imbalances" includes contracts with the substantially similar financial and operational implications to the transportation service provider.~~
Replacement for 2.3.30: All Transportation Service Providers should allow Service Requesters (SRs) (including agents of SRs) to net imbalances within the same Operational Impact Area on and across contracts with the SR and to trade imbalances within the same Operational Impact Area.
S1: Authorizations to Post Imbalances that are received by the Transportation Service Provider by 11:45 a.m. should be effective by 8:00 a.m. 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.
S2: Transportation Service Providers should provide the ability to post and trade imbalances until at least the close of the seventeenth business day of the month.
S3: Transportation Service Providers should provide the ability to view and, upon request, download posted imbalances.
S4: Imbalances to be posted for trading should be authorized by the Service Requester.
S5: Transportation Service Providers should not be required to post zero imbalances.
S6: When trading imbalances, a quantity should be specified.
S8: Transportation Service Providers should enable the imbalance trading process by : • Receiving the Request for Imbalance Trade, • Receiving the Imbalance Trade Confirmation, • Sending the Imbalance Trade Notification, and • Reflecting the trade prior to or on the next monthly Shipper Imbalance or cashout.
S9: 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.
S10: 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) and the TSP should agree to designate one of the SR's valid contracts in the Operational Impact Area where the original imbalance occurred, for such purpose.
S11: After receipt of an Imbalance Trade Confirmation, the Transportation Service Provider should send the Imbalance Trade Notification to the initiating trader and the confirming trader no later than noon (central clock time) the next business day.
S12: Netting, posting and trading of imbalances should be accomplished based on the Transportation Service Provider's (TSP) current method for accounting for imbalances and does not require TSPs to institute daily imbalance procedures, if they are not already present on the TSP's system.

4. SUPPORTING DOCUMENTATION

a. Description of Request:

GISB 1998 and 1999 Annual Plan

Add two new business practice standards, one new associated dataset (EDI document) to facilitate the posting of Shippers' Imbalances, and a new code value for the Data Sets Requested data element in the Upload of Request for Download of Posted Data Sets (GISB Standard No. 5.4.14) and Response to Upload of Request for Download of Posted Data Sets (GISB Standard No 5.4.15).

Add two new codes to the Transaction Type data element to delineate nominations of imbalance trades across contracts in the Nomination and nomination related data sets.

b. Description of Recommendation:

Imbalances Subcommittee:
August 12, 1998

[It was] noted that during our discussions there seemed to be a general assumption that Transportation Service Providers would administer the Imbalance Trading process, but that this was not stated explicitly. While there was not necessarily any disagreement on this topic, there were questions raised as to what we would define administration as.

The following was suggested:

Administration means that the TSP would:
- Receive the imbalance trade
- Receive the trade "confirmation"
- Send a relevant response document indicating the outcome of the trade (i.e. valid, invalid, etc.)
- Update/adjust the shipper's relevant documents to reflect the trade

There was a brief discussion on what updating meant. Jim B. suggested that this would be an update of the relevant accounting records to reflect the outcome of valid trades. Jerry Hahn noted that this was his intention, and there was no stated disagreement on this point.

Imbalances Subcommittee:
May 6, 1998

A motion was made by Mr. Hahn for a modification of Standard 2.3.30:

All Transportation Service Providers should allow Service Requesters (including agents) to net similarly situated imbalances on and across contracts. In this context, "similarly situated imbalances" includes contract with similar financial and operational implications to the Transportation Service Provider.

Discussion:
Mr. Hahn explained that given the Commission's order and the wording that GISB had not been

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE
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Revised by the Executive Committee on July 16, 1999

Requester: GISB 1999 Annual Plan   Request No.: 1999AP7, R97117, R97118

able to come up with the first time in 2.3.30, the incorporation of the language extending to trading imbalances to include shippers as well seemed to be the direction the Commission was moving.
Action:
There was no other discussion and a vote resulted in unanimous adoption of the motion.

Imbalances Subcommittee:
November 9, 1998

Mr. Hahn offered changes to replace proposals 1 and 2 with work papers which were later revised as a result of the discussion. Mr. LaTour changed his proposal as a result of the discussion. Ms. McNeal changed her proposal as a result of the discussion. Extensive discussion on the proposals ensued. The proposals now under consideration, and all further references to proposals are referring to these proposals, are:

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

Transportation Service Providers should allow the trading of imbalances and the ability to post imbalances, at least until close of the nineteenth business day.

3. Transportation Service Providers (TSPs) should allow imbalances to be traded, and provide the capability for such imbalances to be posted for trade.

For TSPs that provide imbalance information during the production month that can be relied upon for trade, those TSPs should allow imbalances to be traded for a minimum of 4 business days. For TSPs that do not provide imbalance information during the production month that can be relied upon for trade, those TSPs should allow imbalances to be traded for a minimum of ten business days.   In either case, the TSP should provide the capability for such imbalances to be posted for trade.

Ms. Scott and Mr. Scheel explained proposal 1, offered by Dynegy, ECT, Exxon and Texaco, and responded to questions from the group. Mr. LaTour explained proposal 3 and responded to questions from the group.   Ms. McNeal reviewed proposal 4 and supported a revision recommended by Ms. Scott. After further discussions, Ms. McNeal's and Mr. LaTour's proposals were combined. It was noted by Mr. Griffith that we should define the term imbalance. It was noted by Mr. Bass that the timing standards would replace previously defined recommendation agreed upon on July 24. The nineteen business days noted could affect some periods where trading extended through one month - to which Mr. Scheel noted that a review of the calendar showed that months over the next several years had nineteen business days. There could be an effect on cash-out periods. In some situations with current practices, the cash-out period will occur prior to the nineteenth business day, reducing the time for trades. Mr. Scheel noted that a primary value is to resolve imbalances prior to cash-out. If cash-out occurs prior to the closing of the imbalance trading window, it would conflict with the main reason for imbalance trades. Ms. Davis noted that this proposal would require some TSPs to change when cash-out is processed to a month subsequent to the invoice. These are procedures which are in the tariff as a result of rate case negotiations and that changes to cash-out provisions are outside the scope of this task force. Ms. McNeal noted that the time period needed for a minimum trading window is an arbitrary time frame which has not been negotiated fully to a compromise to meet the industry needs.

Vote on the proposed standards in Proposal 1 passed with the following vote:

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE
(Reference material in the request is corrected)
Revised by the Executive Committee on July 16, 1999

Requester: GISB 1999 Annual Plan   Request No.: 1999AP7, R97117, R97118

1. Authorizations to post imbalance data that are received by the Transportation Serivce Provider no later than 11:45 a.m. CCT would be effective for posting no later than 8:00 a.m. CCT the next business day.

2. *Transportation Service Providers should allow the trading of imbalances and the ability to post imbalances, at least until close of the nineteenth business day.*

Vote Results:

Segment	For	Balanced For	Against	Balanced Against
End User	0	0	0	0
LDCs	0	0	0	0
Services	2	2	0	0
Producers	2	2	0	0
Pipelines	0	0	11	2
TOTAL	4	4	11	2

Vote on Proposal 2 failed with the following vote:

1. Transportation Service Providers (TSPs) should allow imbalances to be traded, and provide the capability for such imbalances to be posted for trade.

2. For TSPs that provide imbalance information during the production month that can be relied upon for trade, those TSPs should allow imbalances to be traded for a minimum of 4 business days. For TSPs that do not provide imbalance information during the production month that can be relied upon for trade, those TSPs should allow imbalances to be traded for a minimum of ten business days.   In either case, the TSP should provide the capability for such imbalances to be posted for trade.

Vote Results:

Segment	For	Balanced For	Against	Balanced Against
End User	0	0	0	0
LDCs	0	0	0	0
Services	0	0	2	2
Producers	0	0	2	2
Pipelines	11	2	0	0
TOTAL	11	2	4	4

Upon request, Transportation Service Providers should provide for the viewing and download of authorized imbalance information.
Vote: The recommended standard passed with one vote in opposition.

Imbalance information to be posted for trading should be authorized by the Service Requester.
Vote: The recommended standard passed with one vote in opposition.

Transportation Service Providers should not be required to post zero imbalances.
Vote: The recommended standard passed unanimously.

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE
(Reference material in the request is corrected)
Revised by the Executive Committee on July 16, 1999

Requester: GISB 1999 Annual Plan   Request No.: 1999AP7, R97117, R97118

Specific imbalance quantities rather than percentages should be traded.
Vote: The recommended standard passed unanimously.

The posted imbalance quantity is a monthly quantity for the applicable production month.
Vote: The recommended standard passed unanimously.

Imbalance Subcommittee
November 30, 1998

There was discussion regarding proposed standard number 7. There was a question whether the phrase "for the applicable production month" left open the possibility that TSP's may have to post information for a prior month.

There was a proposed modification to previous standard number 7, which currently reads: "The posted imbalance quantity is a monthly quantity for the applicable production month."

There was additional discussion on the language changes to the standard. The following replacement language was proposed: *"The posted imbalance quantity is a monthly quantity."*

Motion: It was moved and seconded to adopt this language change. The motion was approved unanimously.

"Transportation Service Providers would administer the Imbalance Trading Process. Administration means that the TSP would
- Receive the imbalance trade
- Receive the trade 'confirmation'
- Send a relevant response document indicating the outcome of the trade (i.e. valid, invalid, etc.)
- Update/adjust the shipper's relevant documents to reflect the trade."

Various standards language was proposed to capture this concept. It will be labeled as standard number 8. The final proposed wording was as follows:

8. "Transportation Service Providers should enable the imbalance trading process by:
Receiving the imbalance trade.
Receiving the trade confirmation.
Sending a relevant response document indicating the outcome of the trade.
Updating/adjusting the service requesters' relevant documents to reflect the trade."

Motion: It was moved and seconded to adopt this language as standard number 8.
The motion was approved with one vote in opposition.

Imbalance Subcommittee
December 10, 1998

II. Standards Language for Other Concepts Previously Agreed Upon

Motion: Adopt the following as proposed Standard No 9:

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE
(Reference material in the request is corrected)
Revised by the Executive Committee on July 16, 1999

Requester: GISB 1999 Annual Plan   Request No.: 1999AP7, R97117, R97118

S9 "Imbalance trades can be withdrawn prior to trade confirmation and are considered final when confirmed."

Discussions focused on clarifications for when the trades are considered final, such that the trading parties are not able to change the trade, and the roles of the parties to the trade. The language of the motion was revised to address the issue.

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

Vote (1): Carried unanimously:

Vote Results:

Segment	For	Balanced For	Against	Balanced Against
End User	0	0	0	0
LDCs	0	0	0	0
Services	2	2	0	0
Producers	1	1	0	0
Pipelines	12	2	0	0
TOTAL	15	5	0	0

Imbalance Subcommittee
February 8, 1999

The discussion moved on to previously adopted standards as defined on the work paper "Approved Standards" dated December 11, 1998.

The previously approved standards were modified for cleanup, consistency, etc.

S1: 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.

S2: 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.

S3: Transportation Service Providers should provide the ability to view and upon request, download posted imbalances.

S4: Imbalances posted for trading should be authorized by the Service Requester.

S5: Transportation Service Providers should not be required to post zero imbalances.

S6: When trading imbalances, a quantity should be specified.

S7: The posted imbalance quantity should be a monthly quantity.

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE
(Reference material in the request is corrected)
Revised by the Executive Committee on July 16, 1999

Requester: GISB 1999 Annual Plan   Request No.: 1999AP7, R97117, R97118

S8: Transportation Service Providers should enable the imbalance trading process by:
> Receiving the Request for Imbalance Trade,
> Receiving the Imbalance Trade Confirmation,
> Sending the Trade Notification, and
> Reflecting the trade on the next monthly Shipper Imbalance or cashout.

S9: 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.

There was extensive discussion regarding updating of a service requester's imbalances *vis a vis* a trade. Rather than a new standard, the following note was added into the minutes.

Motion 1: New Proposed Standard S10:
"Imbalance trades that are effectuated by a Transportation Service Provider in a current trading period should be reflected on the next monthly Shipper Imbalance or cashout for that trading period."

It was suggested that we could add the language to S8 and not require an additional standard. This was done. The motion was withdrawn.

Motion 2: Adopt the above language modifications standards 1-9:

Sense of the Room on Motion 2: The motion passed unanimously, 15-0.

It was noted by some that a vote for the motion signified approval for the language changes only and not the for underlying standard itself.

Motion: Recommend standards 1-9 to the Executive Committee. The Imbalance Subcommittee further recommends that these standards not be sent out for member ratification prior to being fully staffed.

Vote Results:

Segment	For	Balanced For	Against	Balanced Against
End User	0	0	0	0
LDCs	0	0	0	0
Services	3	2	0	0
Producers	1	1	0	0
Pipelines	3	0.55	8	1.45
TOTAL	7	3.55	8	1.45

Executive Committee
March 18, 1999 [OUT OF DATE ORDER]

Ms. Scott made the motion which was seconded by Mr. Scheel to adopt the proposed standards.

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE
(Reference material in the request is corrected)
Revised by the Executive Committee on July 16, 1999

Requester: GISB 1999 Annual Plan   Request No.: 1999AP7, R97117, R97118

After the above discussion, which can be reviewed in its entirety in the transcripts, the motion was deferred for consideration by the EC for action at the July EC meeting with the inclusion of proposed standards for imbalance netting and preliminary data dictionaries as defined by the Imbalance Subcommittee. The standards passed would not be ratified until fully staffed. The procedural motion passed with one in opposition.

Imbalance Subcommittee
March 17, 1999
[Please note that the red-line or italic formatting, if used, is not included in the excerpts – please refer to the minutes to see such formatting.]

Dennis started off with a review of the previous modifications to existing GISB Standard No. 2.3.30:

2.3.30: (as previously modified) All Transportation Service Providers should allow Service Requesters (in this instance, service requester excludes agents) (including agents of Service Requesters) to net similarly situated imbalances having similar operational impact on and across contracts with the Service Requester and to trade imbalances having similar operational impact with other Service Requesters and agents thereof. "In this context, "similarly situated imbalances" includes contracts with the substantially similar financial and operational implications to the transportation service provider.

Motion: A motion was made to further modify 2.3.30 as modified as follows:
2.3.30: (further modification) All Transportation Service Providers should allow Service Requesters (in this instance, service requester excludes agents) (including agents of Service Requesters) to net similarly situated 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. "In this context, "similarly situated imbalances" includes contracts with the substantially similar financial and operational implications to the transportation service provider.

It was noted that while this standard was permissive of service requesters trading imbalances across transportation, storage, OBA, etc. on those TSP's that support it, however it does not require that TSPs who do not support this now, having to start supporting such.

Vote Results:

Segment	For	Balanced For	Against	Balanced Against
End User	0	0	0	0
LDCs	0	0	0	0
Services	2	2	0	0
Producers	0	0	0	0
Pipelines	6	2	0	0
TOTAL	8	4	0	0

The motion carried.

A new definition was then proposed to define netting.
Motion: Add a new definition as follows:
[D2:] Netting is the term used to describe the summation of Imbalances above any applicable tolerances for a Service Requester within an Operational Impact Area.

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE
(Reference material in the request is corrected)
Revised by the Executive Committee on July 16, 1999

Requester: GISB 1999 Annual Plan   Request No.: 1999AP7, R97117, R97118

It was noted that this language was to accommodate those pipelines that had tolerances but not require tolerances on TSPs.

Vote Results:

Segment	For	Balanced For	Against	Balanced Against
End User	0	0	0	0
LDCs	0	0	0	0
Services	2	2	0	0
Producers	0	0	0	0
Pipelines	10	3.82	1	0.18
TOTAL	12	3.82	1	0.18

The motion carried.

There was discussion as to where, that is what contract, remaining imbalances would be on after trading (if any) and cashout.

Motion: A motion was made to adopt the following new standard:

[S10:] To account for any imbalance remaining after imbalance trading and cashout, where the Transportation Service Provider (TSP) associates such imbalance with a contract, the Service Requester (SR) and the TSP should agree to designate one of the SR's valid contracts in the Operational Impact Area where the original imbalance occurred, for such purpose.

Segment	For	Balanced For	Against	Balanced Against
End User	0	0	0	0
LDCs	0	0	0	0
Services	2	2	0	0
Producers	0	0	0	0
Pipelines	5	1.67	1	0.33
TOTAL	7	3.67	1	0.33

The motion carried.

Imbalance Subcommittee
March 25, 1999

[Please note that the red-line or italic formatting, if used, is not included in the excerpts – please refer to the minutes to see such formatting.]

Review of the document 'Approved Standards/Definitions'

The definition of Netting should be as follows: Netting is the term used to describe the summation of imbalances above any applicable tolerances for a Service Requester within a Operational Impact Area.

Standard # 8 should read as follows: Transportation Service Providers should enable the imbalance trading process by:
        Receiving the Request for Imbalance Trade,
        Receiving the Imbalance Trade Confirmation,
        Sending the Imbalance Trade Notification, and

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE
(Reference material in the request is corrected)
Revised by the Executive Committee on July 16, 1999

Requester: GISB 1999 Annual Plan   Request No.: 1999AP7, R97117, R97118

Reflecting the trade on the next monthly Shipper Imbalance or cashout.

Standard # 10 should read as follows: To account for any imbalances remaining after imbalance trading and cashout, where the Transportation Service Provider (TSP) associates such imbalance with a contract, a Service Requester (SR) and the TSP should agree to designate one of the SR's valid contracts in the Operational Impact Area where the original imbalance occurred, for such purpose.

The changes to the document 'Approved Standards/Definitions' (as indicated by the italicized words) were approved unanimously.

Imbalance Subcommittee
April 15, 1999

Motion made by Mark Scheel:
Proposed Standard # 11: After receipt of an Imbalance Trade Confirmation, the Transportation Service Provider should send the Imbalance Trade Notification to the initiating trader and the confirming trader no later than 4:30 p.m. (central clock time) the next business day.

Standard # 11 passed unanimously.

Motion by Mary Sue McNeal: Proposed modification to the definition of Netting:
Netting is the term used to describe the process of resolving imbalances for a Service Requester within an Operational Impact Area. There are two types of Netting :
　　　- summing is the accumulation of all imbalances above any applicable tolerances for a Service
　　　Requester or agent.
　　　- offsetting is the combination of positive and negative imbalances above any applicable
　　　tolerances for a Service Requester or agent.

The motion passed unanimously.

Motion by Mary Sue McNeal:
Proposed Standard # 12: Netting and trading of imbalances should be accomplished based on the Transportation Service Provider's current method for accounting for imbalances.

Alternative language as proposed by the subcommittee: Proposed Standard # 12:
Netting and trading of imbalances should be accomplished based on the Transportation Service Provider's (TSP) current method for accounting for imbalances and does not require TSPs to institute daily imbalance procedures, if they are not already present on the TSP's system.
Vote Results:

Segment	For	Balanced For	Against	Balanced Against
End User	0	0	0	0
LDCs	0	0	1	1
Services	0	0	0	0
Producers	0	0	0	0
Pipelines	9	2	0	0
TOTAL	9	2	1	1

The motion carried.

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE
(Reference material in the request is corrected)
Revised by the Executive Committee on July 16, 1999

Requester: GISB 1999 Annual Plan   Request No.: 1999AP7, R97117, R97118

Imbalance Subcommittee
May 13, 1999
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.

Definitions
D1: Operational Impact Area is the term used to describe a Transportation Service Provider's designation of the largest possible area(s) on its system in which imbalances have a similar operational effect.

D2: Netting is the term used to describe the process of resolving imbalances for a Service Requester within an Operational Impact Area. There are two types of Netting :
> - summing is the accumulation of all imbalances above any applicable tolerances for a Service Requester or agent.
> - offsetting is the combination of positive or negative imbalances above any applicable tolerances for a Service Requester or agent.

Imbalance Subcommittee
May 19, 1999
Request For Imbalance Trade
Ms. Scott made the motion to adopt the Request For Imbalance Trade data dictionary with the modifications to remove Rate Schedule and Zone Identifier data elements. It was seconded by Mr. Scheel.

Several attendees asked that the motions be split to which Ms. Scott agreed. The motion was revised to remove the Rate Schedule data elements from the Request For Imbalance Trade data dictionary, which passed unanimously.

The motion was made to remove the Zone Identifier data elements from the proposed Request For Imbalance Trade data dictionary, which passed through the following vote:

Vote Results:

Segment	For	Balanced For	Against	Balanced Against
End User	2	2	0	0
LDCs	1	1	1	1
Services	2	2	0	0
Producers	2	2	0	0
Pipelines	0	0	11	2
TOTAL	7	7	12	3

The motion carried.

The motion was made to adopt the proposed Request For Imbalance Trade data dictionary as amended, which passed unanimously.

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE
(Reference material in the request is corrected)
Revised by the Executive Committee on July 16, 1999

Requester: GISB 1999 Annual Plan   Request No.: 1999AP7, R97117, R97118

Request For Confirmation of Imbalance Trade
The motion was made to remove the Rate Schedule data elements from the mutually agreeable proposed
Request For Confirmation of Imbalance Trade data dictionary. The motion passed unanimously.

The motion was made to remove the Zone Identifier data elements from the proposed mutually agreeable
Request For Confirmation Imbalance Trade data dictionary, which passed through the following vote (see
the discussion on the Request For Imbalance Trade):

Vote Results:

Segment	For	Balanced For	Against	Balanced Against
End User	2	2	0	0
LDCs	1	1	1	1
Services	2	2	0	0
Producers	2	2	0	0
Pipelines	0	0	9	2
TOTAL	7	7	10	3

The motion carried.

The motion was made to adopt the proposed mutually agreeable Request For Confirmation of Imbalance
Trade data dictionary as amended, which passed unanimously.

Imbalance Trade Confirmation
The motion was made by Ms. Scott to adopt the proposed data dictionary for the Imbalance Trade
Confirmation which was seconded by Ms. Gussow.   The motion passed unanimously.

Authorization to Post Imbalances
The motion was made to adopt the proposed Authorization to Post Imbalances data dictionary with no
changes from the May 13 version of the data dictionary. The motion passed unanimously.
[The data dictionary was changed later -- see Posted Imbalances Download discussion below.]

Posted Imbalances Download
The motion was made to remove the Rate Schedule data element from the proposed Posted
Imbalances Download data dictionary. The motion passed unanimously.

There was confusion on who would be identified in the contact person data element. Several attendees
agreed that the contact is the party that authorized the posting. Ms. Scott made a motion that the data
element be mandatory and the name be changed to Contact Person (Service Requester) in both the Posted
Imbalances Download and the Authorization to Post Imbalances data dictionaries. Information
Requirements Subcommittee will review the definition to ensure that it reflects the intent that the contact
is the party that authorized the posting. The motion passed unanimously.

The motion was made to remove the Zone Identifier data elements from the proposed Posted Imbalances
Download data dictionary, which passed through the following vote (see the discussion on the Request For
Imbalance Trade):

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE
(Reference material in the request is corrected)
Revised by the Executive Committee on July 16, 1999

Requester: GISB 1999 Annual Plan   Request No.: 1999AP7, R97117, R97118

Segment	For	Balanced For	Against	Balanced Against
End User	1	1	0	0
LDCs	1	1	1	1
Services	2	2	0	0
Producers	2	2	0	0
Pipelines	0	0	9	2
TOTAL	6	6	10	3

The motion carried.

Ms. Scott then made the motion to adopt the proposed Posted Imbalances Download data dictionary as amended. The motion passed unanimously.

Ms. Hess requested further changes to the data dictionary, and made a motion that the data elements with a business conditional (BC) usage be changed to a usage of SO with the deletion of the conditions specified. As such, the motion was made to modify the Service Requester Contract and Imbalance Type data elements to a usage of SO with a deletion of the defined conditions for the Posted Imbalances Download dictionary. The motion carried unanimously.

Imbalance Trade Notification
The motion was made to remove the Rate Schedule data elements from the proposed Imbalance Trade Notification data dictionary. The motion passed unanimously. The motion was made to remove the Zone Identifier data elements from the proposed Imbalance Trade Notification data dictionary, which passed through the following vote:

Vote Results:

Segment	For	Balanced For	Against	Balanced Against
End User	2	2	0	0
LDCs	1	1	1	1
Services	2	2	0	0
Producers	2	2	0	0
Pipelines	0	0	8	2
TOTAL	7	7	9	3

The motion carried.

The motion was made to adopt the proposed amended Imbalance Trade Notification data dictionary which passed unanimously.

Withdrawal for Request of Imbalance Trade
The motion was made to adopt the proposed Withdrawal of Request for Imbalance Trade data dictionary with no changes from the May 13 version of the data dictionary. The motion passed unanimously.

Additional Review
On further review of the adopted data sets, Mr. Griffith made the motion to remove the Time Stamp data elements from the Request For Imbalance Trade and Authorization to Post Imbalances data dictionaries, which was seconded. He noted that the data elements were redundant. The motion passed unanimously.

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE
(Reference material in the request is corrected)
Revised by the Executive Committee on July 16, 1999

Requester: GISB 1999 Annual Plan   Request No.: 1999AP7, R97117, R97118

Enron Work Paper

Motion: Ms. Hopkins made the motion, which was seconded that "Service Requester" be inserted in the following proposed standards to address the first point in the Enron comments:

S1 Authorizations to Post Imbalances that are received by the Transportation Service Provider by 11:45 a.m. should be effective by 8:00 a.m. the next business day (central clock time). Service Requester Imbalances previously authorized for posting should be posted on or before the ninth business day of the month.

S2 Transportation Service Providers should provide the ability to post and trade Service Requester imbalances until at least the close of the nineteenth business day of the month.

S6 When trading Service Requester imbalances, a quantity should be specified.

S7 The posted Service Requester imbalance quantity should be a monthly quantity.

S8 Transportation Service Providers should enable the trading of Service Requester imbalances by:
    Receiving the Request for Imbalance Trade,
    Receiving the Imbalance Trade Confirmation,
    Sending the Imbalance Trade Notification, and
    Reflecting the trade on the next monthly Shipper Imbalance or cashout.

S9 Service Requester 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.

S10 To account for any Service Requester imbalance remaining after imbalance trading and cashout, where the Transportation Service Provider (TSP) associates such Service Requester imbalance with a contract, a Service Requester (SR) and the TSP should agree to designate one of the SR's valid contracts in the Operational Impact Area where the original imbalance occurred, for such purpose.

S12 Netting and trading of Service Requester imbalances should be accomplished based on the Transportation Service Provider's (TSP) current method for accounting for imbalances and does not require TSPs to institute daily imbalance procedures, if they are not already present on the TSP's system.

Discussion: Ms. Scott originally supported the changes as the definition of Service Requester was broad enough as it applied to imbalance trading to encompass OBA imbalances.
However, as the discussion continued, she and Mr. Scheel noted that this could be restricted such that OBAs could not be traded under the proposed standards.
Action: The motion failed through the following vote:

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE
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Revised by the Executive Committee on July 16, 1999

Requester: GISB 1999 Annual Plan   Request No.: 1999AP7, R97117, R97118

Vote Results:

Segment	For	Balanced For	Against	Balanced Against
End User	0	0	1	1
LDCs	0	0	2	2
Services	0	0	2	2
Producers	0	0	2	2
Pipelines	12	2	0	0
TOTAL	12	2	7	7

The motion failed.

Motion: Ms. Hopkins made a motion, which was seconded and revised after discussion, that proposed standard S2 be modified to reflect the sixteenth business day:

S2 Transportation Service Providers should provide the ability to post and trade imbalances until at least the close of the sixteenth business day of the month.

Discussion: Mr. Scheel explained that agreeing to the fifteenth day may detrimentally affect the services already offered for trading. Mr. Betonte noted that he could agree to fifteenth business day if there was instantaneous notification from the TSP, which would require a change to S11. To accommodate Mr. Betonte's concerns, and also recognize the need for batch processing allowed for in S11, Ms. Hopkins supported a change to the sixteenth day, and modified her motion. Action: The motion failed through the following vote:

Vote Results:

Segment	For	Balanced For	Against	Balanced Against
End User	0	0	1	1
LDCs	0	0	2	2
Services	0	0	2	2
Producers	0	0	2	2
Pipelines	9	2	0	0
TOTAL	9	2	7	7

The motion failed.

It is expected that the proposed standards will be reviewed in light of the remaining issues from the Enron work paper and they will be distributed for industry comment on June 7. The Executive Committee will consider them for vote on July 15. The proposed data dictionaries and proposed code lists will be forwarded to the Information Requirements Subcommittee for its review and finalization. The Imbalances Subcommittee is recommending that the business practice standards not be published until they are fully staffed -- which means that the imbalance standards will miss the publication for version 1.4 and will be published for version 1.5 in third quarter 2000.

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE
(Reference material in the request is corrected)
Revised by the Executive Committee on July 16, 1999

Requester: GISB 1999 Annual Plan   Request No.: 1999AP7, R97117, R97118

Imbalance Subcommittee
May 27, 1999

Ms. Hopkins recommended the deletion of the last bullet of the S8 proposed standard to give flexibility of reporting:

S8 Transportation Service Providers should enable the trading of imbalances by:
    Receiving the Request for Imbalance Trade,
    Receiving the Imbalance Trade Confirmation,
    Sending the Imbalance Trade Notification, and
    Reflecting the trade on the next monthly Shipper Imbalance or cashout.

Ms. Scott noted concerns with the proposal because she did not want a delay in the reporting. After discussion, Ms. Hopkins made the motion to modify the last bullet of S8 to reflect that it could be reported earlier than the next monthly cycle:

S8 Transportation Service Providers should enable the trading of imbalances by:
    Receiving the Request for Imbalance Trade,
    Receiving the Imbalance Trade Confirmation,
    Sending the Imbalance Trade Notification, and
    Reflecting the trade prior to or on the next monthly Shipper Imbalance or cashout.

The motion passed unanimously.

Ms. Hopkins then recommended that S7 be modified from:
S7 The posted imbalance quantity should be a monthly quantity.
        to:
S7 A TSP should support imbalance trading to the extent the TSP's tariff provides for the resolution of shipper imbalances through a monthly cash-out mechanism.

Mr. LaTour explained the reason for S7 and that it addresses posting activity not the trading activity. It does not preclude the trading of that quantity on other than a monthly basis. To reflect the conversation, the motion was made and seconded to delete S7 and modify S12 to:

S12 Netting, posting and trading of imbalances should be accomplished based on the Transportation Service Provider's (TSP) current method for accounting for imbalances and does not require TSP's to institute daily imbalance procedures, if they are not already present on the TSP's system.

The motion passed unanimously.

RECOMMENDATION TO GISB EXECUTIVE COMMITTEE
(Reference material in the request is corrected)
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Requester: GISB 1999 Annual Plan   Request No.: 1999AP7, R97117, R97118

c. Business Purpose:

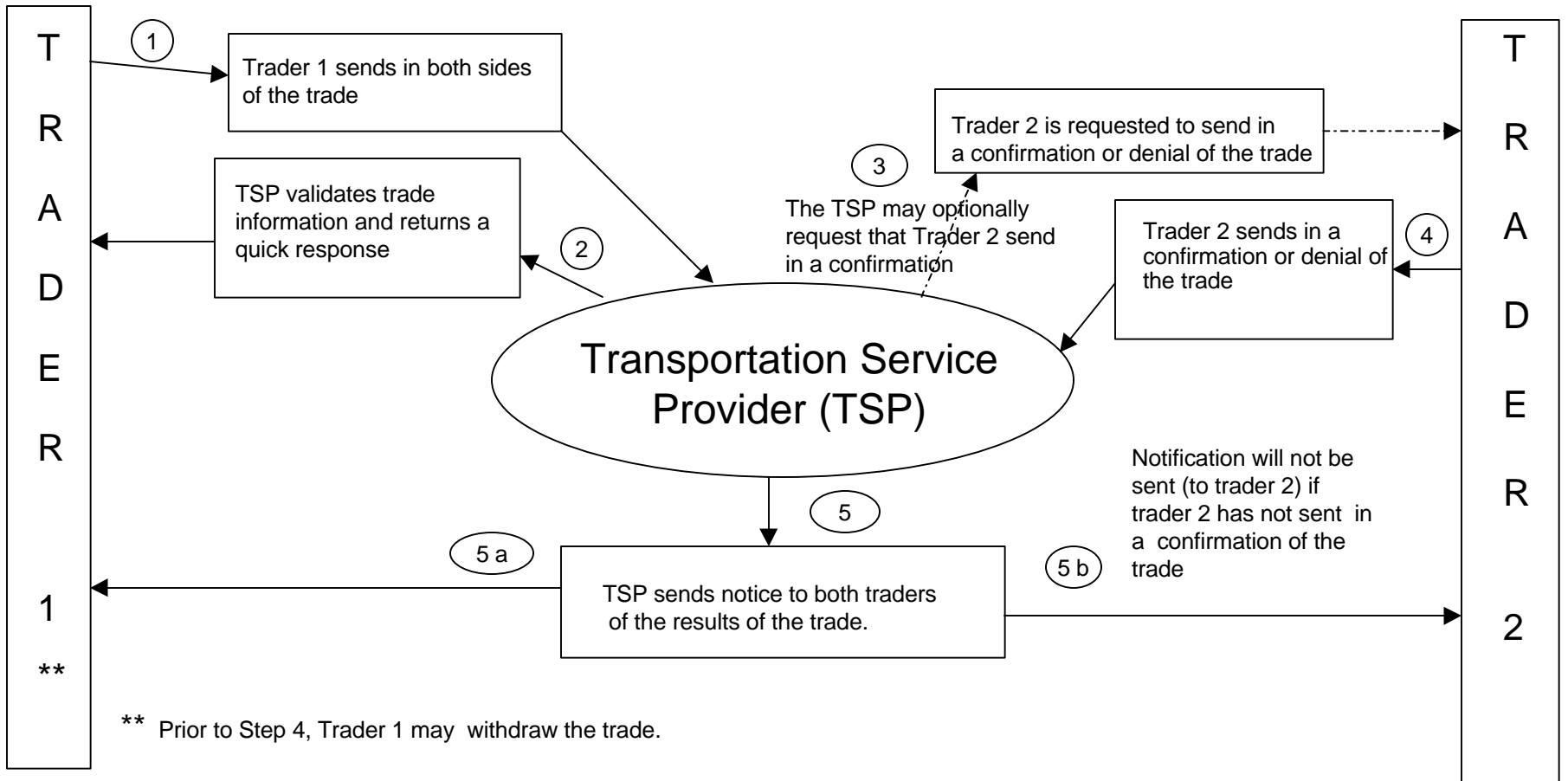Develop standards for imbalance netting and trading.

As excerpted from the initial requests:

- The proposed 2.3.X business standard is necessary to create the "posting" capability for imbalances and in addition gives service requesters the option of making that information available or not and where service requesters do wish to have such information made available, what the extent of that information should be..

- The proposed 1.3.X business practice standard implements the manner of transferring imbalances (i.e., through the nominations and scheduled quantity datasets and not for use in the confirmation related datasets).

- The proposed transaction type codes would be used by service requesters to nominate transfers (trades) of imbalances between themselves and other service requesters or service requester's contracts. These code value would implement "Cross Contract Balancing" as specified in FERC Order No. 587-F.

d. Commentary/Rationale of Subcommittee(s)/Task Force(s):

See relevant minutes.

Proposed Imbalance Trading Process -- May 27, 1999

① Trader 1 sends in both sides of the trade

TSP validates trade information and returns a quick response

②

③ The TSP may optionally request that Trader 2 send in a confirmation

Trader 2 is requested to send in a confirmation or denial of the trade

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

Transportation Service Provider (TSP)

⑤

Notification will not be sent (to trader 2) if trader 2 has not sent in a confirmation of the trade

5 a   TSP sends notice to both traders of the results of the trade.   5 b

T R A D E R 1   ******

T R A D E R 2

** Prior to Step 4, Trader 1 may withdraw the trade.

GISB IMBALANCE SUBCOMMITTEE WORK PAPERS
DATA DICTIONARY approved by the Imbalance Subcommittee
as of 5/19/99

Standard x.4.z   Authorization to Post Imbalances

Business Name	Definition	Usage	Condition
Authorization Beginning Date	The beginning date on which imbalances are authorized to be posted.	M	
Authorization Ending Date	The ending date through which imbalances are authorized to be posted.	SO	
Contact Person (Service Requester)	The name and telephone number of the contact for questions regarding the statement information.	M	
Contract Holder*	The entity with the contractual relationship with the Transportation Service Provider.	M	
Service Requester*	Identifies the party requesting the service, or their agent.	M	
Transportation Service Provider*	Identifies the party providing the requested service.	M	

*   Indicates Common Code

GISB IMBALANCE SUBCOMMITTEE WORK PAPERS
DATA DICTIONARY approved by the Imbalance Subcommittee
as of 5/19/99

Standard x.4.z   Imbalance Trade Confirmation

Business Name	Definition	Usage	Condition
Contact Person (Confirming Trader)	The name and telephone number of the contact for questions regarding the statement information.	M	
Contract Holder* (Initiating Trader)	The entity with the contractual relationship with the Transportation Service Provider.	M	
Contract Holder* (Confirming Trader)	The entity with the contractual relationship with the Transportation Service Provider.	M	
Imbalance Trade Response Code	A code which indicates whether the confirming imbalance trader accepts or declines.	M	
Imbalance Trade Tracking ID	This is created by the originator of the process. It Is line item specific and is used by the originator of the process to tie the quick response, the Request for Confirmation of Imbalance Trade, the Imbalance Trade Confirmation, and the Imbalance Trade Notification back to the Request for Imbalance Trade. It is not validated by the receiver of the process nor is it a key in the receiver of the process' database. The receiver of the process will not track this identifier but merely echo it back in the response document. This identifier will not be utilized on EBBs. This data element contains alphanumeric data.	M	
Service Requester* (Initiating Trader)	Identifies the party requesting the service, or their agent.	M	
Service Requester* (Confirming Trader)	Identifies the party requesting the service, or their agent.	M	
Service Requester Contract (Initiating Trader)	This is the contract under which service is being requested.	C	Mandatory when present and processed in the Request for Imbalance Trade.
Service Requester Contract (Confirming Trader)	This is the contract under which service is being requested.	C	Mandatory when present and processed in the Request for Imbalance Trade.
Transportation Service Provider*	Identifies the party providing the requested service.	M	

*   Indicates Common Code

GISB IMBALANCE SUBCOMMITTEE WORK PAPERS
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as of 5/19/99

Standard x.4.z   Imbalance Trade Notification

Business Name	Definition	Usage	Condition
Contact Person (Initiating Trader)	The name and telephone number of the contact for questions regarding the statement information.	M	
Contact Person (Confirming Trader)	The name and telephone number of the contact for questions regarding the statement information.	C	Mandatory when the Imbalance Trade Confirmation is returned by the Confirming Trader.
Contact Person (Transportation Service Provider)	The name and telephone number of the contact for questions regarding the statement information.	M	
Contract Holder* (Initiating Trader)	The entity with the contractual relationship with the Transportation Service Provider.	M	
Contract Holder* (Confirming Trader)	The entity with the contractual relationship with the Transportation Service Provider.	M	
Imbalance Period (Initiating Trader)	The month and year during which the imbalance occurred or the cumulative imbalance is reported.	M	
Imbalance Period (Confirming Trader)	The month and year during which the imbalance occurred or the cumulative imbalance is reported.	M	
Imbalance Trade Tracking ID	This is the created by the originator of the process. It is line item specific and is used by the originator of the process to tie the quick response, the Request for Confirmation of Imbalance Trade, the Imbalance Trade Confirmation, and the Imbalance Trade Notification back to the Request for Imbalance Trade. It is not validated by the receiver of the process nor is it a key in the receiver of the process' database. The receiver of the process will not track this identifier but merely echo it back in the response document. This identifier will not be utilized on EBBs. This data element contains alphanumeric data.	M	

GISB IMBALANCE SUBCOMMITTEE WORK PAPERS
DATA DICTIONARY approved by the Imbalance Subcommittee
as of 5/19/99

Standard x.4.z   Imbalance Trade Notification

Imbalance Type (Initiating Trader)	Identifies the specific type of imbalance trading transaction.	C	Mandatory when present and processed in the Request for Imbalance Trade.
Imbalance Type (Confirming Trader)	Identifies the specific type of imbalance trading transaction.	C	Mandatory when present and processed in the Request for Imbalance Trade.
Operational Impact Area (Initiating Trader)	A Transportation Service Provider's designation of the largest possible area(s) on its system in which imbalances have a similar operational effect.	M	
Operational Impact Area (Confirming Trader)	A Transportation Service Provider's designation of the largest possible area(s) on its system in which imbalances have a similar operational effect.	C	Mandatory when present and processed in the Request for Imbalance Trade.
Service Requester* (Initiating Trader)	Identifies the party requesting the service, or their agent.	M	
Service Requester* (Confirming Trader)	Identifies the party requesting the service, or their agent.	M	
Service Requester Contract (Initiating Trader)	This is the contract under which service is being requested.	C	Mandatory when present and processed in the Request for Imbalance Trade.
Service Requester Contract (Confirming Trader)	This is the contract under which service is being requested.	C	Mandatory when present and processed in the Request for Imbalance Trade.
Statement Date/Time	Date and time the statement was produced.	M	

GISB IMBALANCE SUBCOMMITTEE WORK PAPERS
DATA DICTIONARY approved by the Imbalance Subcommittee
as of 5/19/99

Standard x.4.z   Imbalance Trade Notification

Trade Fuel Quantity	The quantity of fuel in standard units that may be associated with the imbalance trade.	C	Mandatory when present and processed in the Request for Imbalance Trade.
Trade Quantity	The amount expressed is the quantity in standard units being traded.	M	
Trade Quantity Requested	The amount expressed is the quantity in standard units being requested for trade.	M	
Trade Reduction Reason Code	A code identifying the reason that the Trade Quantity Requested has been rejected or reduced.	C	Mandatory when the Trade Quantity is not equal to the Trade Quantity Requested.
Transportation Service Provider*	Identifies the party providing the requested service.	M	

*   Indicates Common Code

GISB IMBALANCE SUBCOMMITTEE WORK PAPERS
DATA DICTIONARY approved by the Imbalance Subcommittee
as of 5/19/99

Standard x.4.z   Posted Imbalances Download

Business Name	Definition	Usage	Condition
Contact Person (Service Requester)	The name and telephone number of the contact for questions regarding the statement information.	M	
Imbalance Period	The month and year during which the imbalance occurred or the cumulative imbalance is reported.	M	
Imbalance Type	Identifies the specific type of imbalance trading transaction.	SO	
Operational Impact Area	A Transportation Service Provider's designation of the largest possible area(s) on its system in which imbalances have a similar operational effect.	M	
Posted Imbalance Quantity	The posted imbalance quantity which occurred during an imbalance period, or the posted imbalance quantity as of the end of an imbalance period.	M	
Service Requester*	Identifies the party requesting the service, or their agent.	M	
Service Requester Contract	This is the contract under which service is being requested.	SO	
Statement Date/Time	Date and time the statement was produced.	M	
Transportation Service Provider*	Identifies the party providing the requested service.	M	

*   Indicates Common Code

GISB IMBALANCE SUBCOMMITTEE WORK PAPERS
DATA DICTIONARY approved by the Imbalance Subcommittee
as of 5/19/99

Standard x.4.z   Request for Confirmation of Imbalance Trade (Mutually Agreeable Set)

Business Name	Definition	Usage	Condition
Contact Person (Initiating Trader)	The name and telephone number of the contact for questions regarding the statement information.	M	
Contact Person (Transportation Service Provider)	The name and telephone number of the contact for questions regarding the statement information.	M	
Contract Holder* (Initiating Trader)	The entity with the contractual relationship with the Transportation Service Provider.	M	
Contract Holder* (Confirming Trader)	The entity with the contractual relationship with the Transportation Service Provider.	M	
Imbalance Period (Initiating Trader)	The month and year during which the imbalance occurred or the cumulative imbalance is reported.	M	
Imbalance Period (Confirming Trader)	The month and year during which the imbalance occurred or the cumulative imbalance is reported.	M	
Imbalance Trade Tracking ID	This is the created by the originator of the process. It is line item specific and is used by the originator of the process to tie the quick response, the Request for Confirmation of Imbalance Trade, the Imbalance Trade Confirmation, and the Imbalance Trade Notification back to the Request for Imbalance Trade. It is not validated by the receiver of the process nor is it a key in the receiver of the process' database. The receiver of the process will not track this identifier but merely echo it back in the response document. This identifier will not be utilized on EBBs. This data element contains alphanumeric data.	M	
Imbalance Type (Initiating Trader)	Identifies the specific type of imbalance trading transaction.	C	Mandatory when present and processed in the Request for Imbalance Trade.

GISB IMBALANCE SUBCOMMITTEE WORK PAPERS
DATA DICTIONARY approved by the Imbalance Subcommittee
as of 5/19/99

Standard x.4.z   Request for Confirmation of Imbalance Trade (Mutually Agreeable Set)

Imbalance Type (Confirming Trader)	Identifies the specific type of imbalance trading transaction.	C	Mandatory when present and processed in the Request for Imbalance Trade.
Operational Impact Area (Initiating Trader)	A Transportation Service Provider's designation of the largest possible area(s) on its system in which imbalances have a similar operational effect.	M	
Operational Impact Area (Confirming Trader)	A Transportation Service Provider's designation of the largest possible area(s) on its system in which imbalances have a similar operational effect.	C	Mandatory when present and processed in the Request for Imbalance Trade.
Service Requester * (Initiating Trader)	Identifies the party requesting the service, or their agent.	M	
Service Requester* (Confirming Trader)	Identifies the party requesting the service, or their agent.	M	
Service Requester Contract (Initiating Trader)	This is the contract under which service is being requested.	C	Mandatory when present and processed in the Request for Imbalance Trade.
Service Requester Contract (Confirming Trader)	This is the contract under which service is being requested.	C	Mandatory when present and processed in the Request for Imbalance Trade.
Statement Date/Time	Date and time the statement was produced.	M	
Trade Fuel Quantity	The quantity of fuel in standard units that may be associated with the imbalance trade.	C	Mandatory when present and processed in the Request for Imbalance Trade.

GISB IMBALANCE SUBCOMMITTEE WORK PAPERS
DATA DICTIONARY approved by the Imbalance Subcommittee
as of 5/19/99

Standard x.4.z   Request for Confirmation of Imbalance Trade (Mutually Agreeable Set)

Trade Quantity Requested	The amount expressed is the quantity in standard units being requested for trade.	M	
Transportation Service Provider*	Identifies the party providing the requested service.	M	

*   Indicates Common Code

GISB IMBALANCE SUBCOMMITTEE
DATA DICTIONARY approved by the Imbalance Subcommittee
as of 5/19/99

Standard x.4.z   Request for Imbalance Trade

Business Name	Definition	Usage	Condition
Contact Person (Initiating Trader)	The name and telephone number of the contact for questions regarding the statement information.	M	
Contract Holder* (Initiating Trader)	The entity with the contractual relationship with the Transportation Service Provider.	M	
Contract Holder* (Confirming Trader)	The entity with the contractual relationship with the Transportation Service Provider.	M	
Imbalance Period (Initiating Trader)	The month and year during which the imbalance occurred or the cumulative imbalance is reported.	M	
Imbalance Period (Confirming Trader)	The month and year during which the imbalance occurred or the cumulative imbalance is reported.	M	
Imbalance Trade Tracking ID	This is the created by the originator of the process. It is line item specific and is used by the originator of the process to tie the quick response, the Request for Confirmation of Imbalance Trade, the Imbalance Trade Confirmation, and the Imbalance Trade Notification back to the Request for Imbalance Trade. It is not validated by the receiver of the process, nor is it a key in the receiver of the process' database. The receiver of the process will not track this identifier but merely echo it back in the response document. This identifier will not be utilized on EBBs. This data element contains alphanumeric data.	M	
Imbalance Type (Initiating Trader)	Identifies the specific type of imbalance trading transaction.	BC	Based on the Transportation Service Provider's method of accounting for imbalances.
Imbalance Type (Confirming Trader)	Identifies the specific type of imbalance trading transaction.	BC	Based on the Transportation Service Provider's method of accounting for imbalances.

GISB IMBALANCE SUBCOMMITTEE
DATA DICTIONARY approved by the Imbalance Subcommittee
as of 5/19/99

Standard x.4.z   Request for Imbalance Trade

Operational Impact Area (Initiating Trader)	A Transportation Service Provider's designation of the largest possible area(s) on its system in which imbalances have a similar operational effect.	M	
Operational Impact Area (Confirming Trader)	A Transportation Service Provider's designation of the largest possible area(s) on its system in which imbalances have a similar operational effect.	BC	Mandatory when Transportation Service Providers allow trading across Operational Impact Areas and the Operational Impact Areas being utilized in the trade are different.
Service Requester* (Initiating Trader)	Identifies the party requesting the service, or their agent.	M	
Service Requester* (Confirming Trader)	Identifies the party requesting the service, or their agent.	M	
Service Requester Contract (Initiating Trader)	This is the contract under which service is being requested.	BC	Based on the Transportation Service Provider's method of accounting for imbalances.
Service Requester Contract (Confirming Trader)	This is the contract under which service is being requested.	BC	Based on the Transportation Service Provider's method of accounting for imbalances.
Trade Fuel Quantity	The quantity of fuel in standard units that may be associated with the imbalance trade.	BC	Mandatory when a Transportation Service Provider requires a fuel quantity to be associated with the Trade Quantity Requested.

GISB IMBALANCE SUBCOMMITTEE
DATA DICTIONARY approved by the Imbalance Subcommittee
as of 5/19/99

Standard x.4.z   Request for Imbalance Trade

Trade Quantity Requested	The amount expressed is the quantity in standard units being requested for trade.	M	
Transportation Service Provider*	Identifies the party providing the requested service.	M	

*   Indicates Common Code

GISB IMBALANCE SUBCOMMITTEE WORK PAPERS
DATA DICTIONARY approved by the Imbalance Subcommittee
as of 5/27/99

Standard x.4.z   Withdrawal of Request for Imbalance Trade

Business Name	Definition	Usage	Condition
Contact Person (Initiating Trader)	The name and telephone number of the contact for questions regarding the statement information.	M	
Contract Holder* (Initiating Trader)	The entity with the contractual relationship with the Transportation Service Provider.	M	
Contract Holder* (Confirming Trader)	The entity with the contractual relationship with the Transportation Service Provider.	M	
Imbalance Trade Tracking ID	This is created by the originator of the process. It Is line item specific and is used by the originator of the process to tie the quick response, the Request for Confirmation of Imbalance Trade, the Imbalance Trade Confirmation, and the Imbalance Trade Notification back to the Request for Imbalance Trade. It is not validated by the receiver of the process nor is it a key in the receiver of the process' database. The receiver of the process will not track this identifier but merely echo it back in the response document. This identifier will not be utilized on EBBs. This data element contains alphanumeric data.	M	
Service Requester* (Initiating Trader)	Identifies the party requesting the service, or their agent.	M	
Service Requester* (Confirming Trader)	Identifies the party requesting the service, or their agent.	M	
Service Requester Contract (Initiating Trader)	This is the contract under which service is being requested.	C	Mandatory when present and processed in the Request for Imbalance Trade.
Service Requester Contract (Confirming Trader)	This is the contract under which service is being requested.	C	Mandatory when present and processed in the Request for Imbalance Trade.
Transportation Service Provider*	Identifies the party providing the requested service.	M	

*   Indicates Common Code