

**RECOMMENDATION TO GISB EXECUTIVE COMMITTEE**

**Requester: Hatch & Associates**

**Request No.: C00001**

**1. Recommended Action:**

- Accept as requested
- Accept as modified below
- Decline

**Effect of EC Vote to Accept Recommended Action:**

- Change to Existing Practice
- Status Quo

**2. TYPE OF MAINTENANCE**

**Per Request:**

- Initiation
- Modification
- Interpretation
- Withdrawal
  
- Principle (x.1.z)
- Definition (x.2.z)
- Business Practice Standard (x.3.z)
- Document (x.4.z)
- Data Element (x.4.z)
- Code Value (x.4.z)
- X12 Implementation Guide
- Business Process Documentation

**Per Recommendation:**

- Initiation
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- Data Element (x.4.z)
- Code Value (x.4.z)
- X12 Implementation Guide
- Business Process Documentation

**3. RECOMMENDATION**

**INTERPRETATIONS LANGUAGE:**

**Restated Request for Interpretation:**

Using the Pathed Non-Threaded model, should fuel be calculated on the total delivery quantity to all delivery points, or based upon each transportation line item? The problem arises when fuel quantities are rounded to the nearest Dth.

**Proposed Interpretation response:**

“The fuel percentage should be applied at the line item level. This applies regardless of the Model Type that is used in the Nomination. GISB Standard 1.2.1 identifies that a nomination is at the line item level. GISB Standard 1.3.15 states in relevant part that “the results of the fuel reimbursement calculations for the nominations process should be rounded to the nearest dekatherm.” In addition, GISB Standard 1.3.29 states in relevant part “Service Providers should not reject a nomination for reasons of rounding differences due to fuel calculations of less than 5 Dth.” These three standards taken together mean that fuel reimbursement calculations and the rounding of the results thereof should occur at the line item level.”

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**4. SUPPORTING DOCUMENTATION**

**a. Description of Request:**

Subj: Request for Clarification  
Date: 1/5/00 10:07:11 AM Central Standard Time  
From: ZArabo@hatch.ca (Arabo, Ziad)  
To: gisb@aol.com ('gisb@aol.com')

Requester Name: Ziad Arabo  
Company: Hatch  
Phone, Fax, Email: (905) 403-3906, (905) 403-4143, zarabo@hatch.ca  
GISB Standards: 1.3.15 and 1.3.16

Using the Pathed Non-Threaded model, should fuel be calculated on the total delivery quantity to all delivery points, or based on each transportation line item? The problem arises when fuel quantities are rounded to the nearest DTH.

Example:

Receipts

Loc 1            5000 DTH

Deliveries

Loc 2            3286 DTH

Loc 3            1714 DTH

Transportation

Loc 1 - Loc 2    3286 DTH            Quantity Type Indicator = D

Loc 1 - Loc 3    1714 DTH            Quantity Type Indicator = D

Fuel Ratio = .5% (in this case, it's the same to all delivery points, but it could be different)

Receipts \* (1- Fuel Ratio/100) = Deliveries

- (1)    Calculating fuel based on total delivery (5000) gives us:  
Fuel Quantity = 25.12 = 25 DTH
- (2)    Calculating fuel based on each transportation line item gives us  
Fuel based on delivery of 3286 = 16.51 = 17 DTH  
Fuel based on delivery of 1714 = 8.61 = 9 DTH  
Total Fuel Quantity = 26 DTH

The two ways of calculating fuel give different results.

Possible Interpretations:

We at Hatch believe that fuel should be calculated based on each transportation line item for the following reasons:

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- 1) The quantity type indicator is at the transportation line item level, and could differ from one line item to the other.
- 2) Different transportation paths may have different fuel ratios based on the different receipt and delivery points.
- 3) Fuel should be taken at the receipt point where the transportation originated. This means we can not simply look at the total amount delivered and ignore the original source of the transportation.

Ziad Arabo  
Enterprise Services & Systems  
Hatch  
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zarabo@hatch.ca

**b. Description of Recommendation:**

**Interpretations Subcommittee** (May 26, 2000)

2. A. C00001

**Restated Request for Interpretation:**

Using the Pathed Non-Threaded model, should fuel be calculated on the total delivery quantity to all delivery points, or based upon each transportation line item? The problem arises when fuel quantities are rounded to the nearest Dth.

**Proposed Interpretation response:**

“The fuel percentage should be applied at the line item level. This applies regardless of the Model Type that is used in the Nomination. GISB Standard 1.2.1 identifies that a nomination is at the line item level. GISB Standard 1.3.15 states in relevant part that “the results of the fuel reimbursement calculations for the nominations process should be rounded to the nearest dekatherm.” In addition, GISB Standard 1.3.29 states in relevant part “Service Providers should not reject a nomination for reasons of rounding differences due to fuel calculations of less than 5 Dth.” These three standards taken together mean that fuel reimbursement calculations and the rounding of the results thereof should occur at the line item level.”

**Discussion:** After reviewing the drafted restated request for interpretation and the proposed interpretation response, there was no further discussion.

Motion to adopt restated request for interpretation and proposed interpretation response as above. Moved by Shelley Corman, seconded by Paul Love.

Motion passed. See the attendance list for the voting record presented as Vote 1. The text of the proposed interpretation will be circulated to non-present members of the Interpretations Subcommittee for a one-week notational voting period (one week to return ballots).

**Interpretations Subcommittee** (February 4, 2000)

## RECOMMENDATION TO GISB EXECUTIVE COMMITTEE

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**C000001**

A Work Paper was prepared and posted by Mr. Lander. An e-mail from Shelley Corman was accepted and discussed. The text of the Work Paper was inserted into the minutes.

The work paper re-iterated the original request, proposed a restatement of the request for inclusion in the GISB Interpretations section of the standards book, and provided a proposed Interpretation.

Work Paper:

**Original Request for Interpretation:**

Using the Pathed Non-Threaded model, should fuel be calculated on the total delivery quantity to all delivery points, or based on each transportation line item? The problem arises when fuel quantities are rounded to the nearest DTH.

Example

Receipts

Loc. 1 5000 DTH

Deliveries

Loc. 2 3286 DTH

Loc. 3 1714 DTH

Transportation

Loc. 1 - Loc. 2 3286 DTH Quantity Type Indicator = D

Loc. 1 - Loc. 3 1714 DTH Quantity Type Indicator = D

Fuel Ratio = .5% (in this case, it's the same to all delivery points, but it could be different)

Receipts \* (1 - Fuel Ratio/100) = Deliveries

(1) Calculating fuel based on total delivery (5000) gives us:

Fuel Quantity = 25.12 = 25 DTH

(2) Calculating fuel based on each transportation line item gives us

Fuel based on delivery of 3286 = 16.51 = 17 DTH

Fuel based on delivery of 1714 = 8.61 = 9 DTH

Total Fuel Quantity = 26 DTH

The two ways of calculating fuel give different results.

**Restated Request For Interpretation:**

Using the Pathed Non-Threaded model, should fuel be calculated on the total delivery quantity to all delivery points, or based on each transportation line item? The problem arises when fuel quantities are rounded to the nearest DTH.

**Proposed Interpretation:**

Yes, the fuel percentage calculation should be applied at the line item level. GISB standard 1.2.1 identifies that a nomination is at the line item level. GISB standard 1.3.15 states in relevant part that "the results of the fuel reimbursement calculations for the nominations process should be rounded to the nearest dekatherm". In addition, GISB Standard 1.3.29 states in relevant part "Service



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Providers should not reject a nomination for reasons of rounding differences due to fuel calculation of less than 5 Dth.” These three standards taken together mean that fuel reimbursement calculations and rounding of the results thereof should occur at the line item level.

**Discussion:** Mr. Lander discussed the request and the reason that it was requested. The customer of Hatch had customers who felt that the fuel rounding should be on all of their activity and not at the line item level. Shelley Corman’s submittal was discussed. It was agreed that the first sentence would be a good addition. It was also noted that while the second sentence suggested addition was consistent with the interpretation, the second part of her suggestion was not necessary for this interpretation.

A re-draft of the proposed Interpretation assented to on the call and ready for vote at the next Interpretations Subcommittee meeting follows:

**“Restated Request For Interpretation:**

Using the Pathed Non-Threaded model, should fuel be calculated on the total delivery quantity to all delivery points, or based on each transportation line item? The problem arises when fuel quantities are rounded to the nearest DTH.

**Proposed Interpretation:**

The fuel percentage calculation should be applied at the line item level. This applies, regardless of the Model Type that is used in the Nomination. GISB standard 1.2.1 identifies that a nomination is at the line item level. GISB standard 1.3.15 states in relevant part that “the results of the fuel reimbursement calculations for the nominations process should be rounded to the nearest dekatherm”. In addition, GISB Standard 1.3.29 states in relevant part “Service Providers should not reject a nomination for reasons of rounding differences due to fuel calculation of less than 5 Dth.” These three standards taken together mean that fuel reimbursement calculations and rounding of the results thereof should occur at the line item level.”

**Discussion:** It was agreed that this would form the basis for a vote at the next meeting of the Interpretations Subcommittee.

**c. Business Purpose:**

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