

~~IMM~~PJM proposed language to be added to PJM Manual M-06: Financial Transmission Rights – **Details for applying the current FTR Forfeiture Rule to Up To Congestion Transactions**

8.6 FTR Forfeiture Rule

Section 5.2.1 (b) of the PJM Operating Agreement requires that if a holder of a Financial Transmission Right between specified delivery and receipt buses (i) had a ~~an Up-to-congestioncurtailable bilateral~~ transaction that was accepted by the Office of the Interconnection for an applicable hour in the Day-ahead Energy Market for net delivery or receipt at or near delivery or receipt buses of the Financial Transmission Right; and (ii) the result of the acceptance of such ~~Up-to-congestioncurtailable bilateral~~ transaction is that the difference in Locational Marginal Prices in the Day-ahead Energy Market between such delivery and receipt buses is greater than the difference in Locational Marginal Prices between such delivery and receipt buses in the Real-time Energy Market, then the Market Participant shall not receive any Transmission Congestion Credit, associated with such Financial Transmission Right in such hour, in excess of one divided by the number of hours in the applicable month multiplied by the amount that the Market Participant paid for the Financial Transmission Right in the Financial Transmission Rights Auction.

Section 5.2.1 (c) of the PJM Operating Agreement states:

“a bus shall be considered at or near the Financial Transmission Right delivery or receipt bus if seventy-five percent or more of the energy injected or withdrawn at that bus and which is withdrawn or injected at any other bus is reflected in the constrained path between the subject Financial Transmission Right delivery and receipt buses that were acquired in the Financial Transmission Rights Auction.”

The FTR forfeiture rule is implemented as follows:

- Cleared ~~Up-to-congestioncurtailable bilateral~~ transaction bids are considered at or near the participant’s Financial Transmission Right delivery or receipt bus
 - If both source and sink are on the same side of a constrained facility and seventy five percent or more of the net energy injection or withdrawal of the source and sink, which is withdrawn or injected at any other bus is reflected in the constrained path between the subject Financial Transmission Right.
 - If the source and sink are on opposite sides of a constrained facility and seventy five percent or more of the net energy injection or withdrawal of the source and sink, which is withdrawn or injected at any other bus, on either side of the constrained facility treated separately, is reflected in the constrained path between the subject Financial Transmission Right.

- ~~if the net distribution factor of the source and sink locations of the up to congestion bid is greater than or equal to seventy five percent on the constrained path between the subject Financial Transmission Right delivery and receipt buses.~~

Formatted

When the above condition exists, the LMP difference between the source and sink locations of the identified FTR path is greater in the Day-ahead Market than in the Real-time Market, and the FTR auction clearing price of the FTR owned by the participant was positive, the participant forfeits an amount equal to the hourly FTR Target Allocation minus the hourly FTR Auction clearing price for that FTR path.

When the above condition exists, the LMP difference between the source and sink locations of the identified FTR path is greater in the Day-ahead Market than in the Real-time Market, and the FTR auction clearing price of the FTR owned by the participant was negative, the participant forfeits an amount equal to the hourly FTR Target Allocation.

In no case will the forfeit amount be less than \$0.