

## **5.2 Transmission Congestion Credit Calculation.**

### **5.2.1 Eligibility to Receive and Forfeiture of Transmission Congestion Credits.**

(a) Except as provided in Section 5.2.1(b), each holder of a Financial Transmission Right shall receive as a Transmission Congestion Credit a proportional share of the total Transmission Congestion Charges collected for each constrained hour.

(b) If a holder of a Financial Transmission Right between specified delivery and receipt buses acquired the Financial Transmission Right in a Financial Transmission Rights auction (the procedures for which are set forth in Part 7 of this Schedule 1) and (i) had an Increment Bid and/or Decrement Bid that was accepted by the Office of the Interconnection for an applicable hour in the Day-ahead Energy Market for delivery or receipt at or near delivery or receipt buses of the Financial Transmission Right or had included a bilateral transaction in the Day-ahead Energy Market with a designated congestion level for curtailment per section 1.10.1A(d) ~~n Up to Congestion Bid that was~~ accepted by the Office of the Interconnection for an applicable hour in the Day-ahead Energy Market for a path at or near the path of the Financial Transmission Right; and (ii) the result of the acceptance of such Increment Bid, ~~or~~ Decrement Bid or inclusion of such bilateral transaction ~~Up to Congestion Bid~~ 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.

(c) For purposes of Section 5.2.1(b) 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near the Financial Transmission Right delivery or receipt bus if seventy-five percent or more of the energy injected or withdrawn at that bus and which is withdrawn or injected at any other bus is reflected in the constrained path between the subject Financial Transmission Right delivery and receipt buses that were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.

(d) The Market Monitoring Unit shall calculate Transmission Congestion Credits pursuant to this section and section VI of Attachment M – Appendix. Nothing in this section shall preclude the Market Monitoring Unit from action to recover inappropriate benefits from the subject activity if the amount forfeited is less than the benefit derived by the FTR holder. If the Office of the Interconnection agrees with such calculation, then it shall impose the forfeiture of the Transmission Congestion Credit accordingly. If the Office of the Interconnection does not agree with the calculation, then it shall impose a forfeiture of Transmission Congestion Credit consistent with its determination. If the Market Monitoring Unit disagrees with the Office of the Interconnection's determination, it may exercise its powers to inform the Commission staff of its

concerns and may request an adjustment. This provision is duplicated in section VI of Attachment M – Appendix. An FTR holder objecting to the application of this rule shall have recourse to the Commission for review of the application of the FTR forfeiture rule to its trading activity.

*OPERATING AGREEMENT - OA SCHEDULE 1 - PJM INTERCHANGE ENERGY MARKET - OA SCHEDULE 1 SECTION 5 - CALCULATION OF CHARGES A - OA Schedule 1 Sec 5.2 Transmission Congestion Cred*

**5.2 Transmission Congestion Credit Calculation.**

**5.2.1 Eligibility.**

(a) Except as provided in Section 5.2.1(b), each holder of a Financial Transmission Right shall receive as a Transmission Congestion Credit a proportional share of the total Transmission Congestion Charges collected for each constrained hour.

(b) If a holder of a Financial Transmission Right between specified delivery and receipt buses acquired the Financial Transmission Right in a Financial Transmission Rights auction (the procedures for which are set forth in Part 7 of this Schedule 1) and (i) had an Increment Bid and/or Decrement Bid that was accepted by the Office of the Interconnection for an applicable hour in the Day-ahead Energy Market for delivery or receipt at or near delivery or receipt buses of the Financial Transmission Right ~~or had an Up to Congestion Bid that was included a bilateral transaction in the Day-ahead Energy Market with a designated congestion level for curtailment per section 1.10.1A(d) accepted by the Office of the Interconnection for an applicable hour in the Day-ahead Energy Market for a path at or near the path of the Financial Transmission Right;~~ and (ii) the result of the acceptance of such Increment Bid, ~~or~~ Decrement Bid ~~or such bilateral transaction~~ ~~Up to Congestion Bid~~ 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.

(c) For purposes of Section 5.2.1(b) 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.

(d) The Market Monitoring Unit shall calculate Transmission Congestion Credits pursuant to this section and section VI of Attachment M – Appendix. Nothing in this section shall preclude the Market Monitoring Unit from action to recover inappropriate benefits from the subject activity if the amount forfeited is less than the benefit derived by the FTR holder. If the Office of the Interconnection agrees with such calculation, then it shall impose the forfeiture of the Transmission Congestion Credit accordingly. If the Office of the Interconnection does not agree

with the calculation, then it shall impose a forfeiture of Transmission Congestion Credit consistent with its determination. If the Market Monitoring Unit disagrees with the Office of the Interconnection's determination, it may exercise its powers to inform the Commission staff of its concerns and may request an adjustment. This provision is duplicated in section VI of Attachment M – Appendix. An FTR holder objecting to the application of this rule shall have recourse to the Commission for review of the application of the FTR forfeiture rule to its trading activity.