Not Willing to Pay Congestion Transactions

MRC April 27, 2011 Joseph Bowring John Dadourian



Issues

- From January 1, 2008, through December 31, 2010, Not Willing to Pay Congestion (NPC) transactions have accrued \$12.7 Million in uncollected congestion charges.
 - These dollars would have been available to fund FTRs.
- Selection of internal sources and sinks for such transactions do not reflect actual energy flows.



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Approved Solution from MIC

- Require source and sink for real-time external transactions to be submitted only at PJM interfaces
 - Addresses import and export transactions
 - Addresses majority of issues regardless of FERC acceptance of tariff changes to charge for congestion under NPC transmission
- Charge congestion for intervals while loaded
 - Addresses wheeling transactions



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Implementation Options

- Monitoring Analytics and PJM worked together to determine the business rules necessary to implement the approved solution. Two possible business rule solutions were:
 - Eliminate Internal Buses for Fixed and Dispatchable Day-Ahead Market Transactions
 - Keep Internal Buses for Fixed and Dispatchable Day-Ahead Market Transactions
 - Require separate transmission reservations for the Day-Ahead and Real-Time Markets; or
 - Make tool modifications to allow downstream tools to see the appropriate data



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Implementation Options

- Eliminate Internal Buses for Fixed and Dispatchable Day-Ahead Transactions
 - Easiest and fastest implementation
 - No effect on Day-Ahead unit commitment or dispatch as they are already modeled at the interface
 - Allows for consistency between Day-Ahead and Real-Time Market transmission reservations
 - Only requires data changes on OASIS, no other tools would need to be modified
 - Not proposing to eliminate internal nodes for Up-To Congestion transactions



Implementation Options

- Keep Internal Buses for Fixed and Dispatchable Day-Ahead Transactions
 - Require separate transmission reservations for the Day-Ahead and Real-Time Markets
 - Day-Ahead reservation with internal buses and Real-Time reservation without internal buses
 - Requires separate products to be created on the OASIS
 - Requires two reservations, and two charges
 - Affects on ATC for reserving DA transmission
 - Make tool modifications to allow downstream tools to see the appropriate data
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 - 。eMKT
 - Market Settlements





Recommendation

Both PJM and Monitoring Analytics have reviewed the potential business rules, and believe that eliminating internal buses for fixed and dispatchable transactions in the Day-Ahead Market is the best approach.



Effects of Eliminating Internal Sources and Sinks

Product	NPC Eligible	Affects of Eliminating Internal Sources and Sinks
Real-Time:		
"Normal" Transactions	Yes	No affect on congestion charges, only moves charges from explicit to implicit billing line item
Dispatchable Transactions		
Day-Ahead:		
Fixed Transaction		No affect on the Day-Ahead Market evaluation (treated as injection/withdrawal at border)
Dispatchable Transactions	No	No affect on congestion charges, only moves charges from explicit to implicit billing line item
Up-to Congestion Transactions		NOT PROPOSING TO ELIMINATE INTERNAL SOURCES AND SINKS FOR UP-TO CONGESTION TRANSACTIONS



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Next Steps

- To implement elimination of internal sources and sinks
 - Obtain endorsement from MIC April 12 Done
 - Obtain endorsement from MRC April 27th Today
 - Modify OASIS to reflect interfaces only 2Q 2011
- To implement the charge for congestion during intervals while loaded
 - Obtain endorsement from MIC Done in January
 - Obtain endorsement from MRC April 27th
 - Determine Tariff modifications
 - Obtain endorsement from MC May 19th
 - File Tariff changes with FERC





Endorsement

The MRC has only approved the elimination of internal buses for Real-Time Market transactions, and thus must approve the recommendation to extend this rule to the Day-Ahead Market (for fixed and dispatchable only) in order to implement.



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