

Standard Authorization Request Form

Title of Proposed Standard	Permanent Revisions to Coordinate Interchange Standard's Timing Tables
Request Date	February 13, 2007
Revised Date	August 3, 2007

SAR Requestor Information	SAR Type (<i>Check a box for each one that applies.</i>)
Name WECC Interchange Scheduling and Accounting Subcommittee (WECC ISAS) and the NERC/NAESB Joint Interchange Scheduling Work Group (JISWG)	<input type="checkbox"/> New Standard <input type="checkbox"/>
Primary Contact Robert Harshbarger	<input checked="" type="checkbox"/> Revision to existing Standards INT-005-1 INT-006-1 INT-008-1
Telephone 425-462-3348 Fax 425-462-3049	<input type="checkbox"/> Withdrawal of existing Standard <input type="checkbox"/>
E-mail robert.harshbarger@pse.com	<input type="checkbox"/> Urgent Action <input type="checkbox"/>

Purpose (Describe the purpose of the standard – what the standard will achieve in support of reliability.)

Modify the Assessment Period for WECC from 5 minutes to 10 minutes for e-Tags submitted between 1 hour and 20 minutes prior to ramp start. Default ramp start for transactions beginning at the top of the hour is 10 minutes prior to the top of the hour with 20 minute duration. The effect in most cases would be to increase the assessment period from 5 minutes to 10 minutes for e-Tags submitted between xx:00 and xx:30 that have start times of xx+1:00. The Timing Table appears in INT-005-1, INT-006-1, and INT-008-1.

Update the Timing Table to Reflect the Categories (On-time, Late, and After-the-fact) used in the latest E-Tag Specification with respect to receipt of an Arranged Interchange (RFI):

- Include designation of request status based on start and submittal times.
- Include assess times for After-The-Fact (ATF) requests.

Industry Need (Provide a detailed statement justifying the need for the proposed standard, along with any supporting documentation.)

The Coordinate Interchange Drafting Team overlooked an issue when they put the timing tables together for WECC. The new coordinate interchange timing table (INT-005,006,008-001), in row 2, contain a 5 minute assessment period for WECC only, for RFI's submitted \leq 1 hour prior to ramp start. This short assessment period was defined in order to allow schedules to be submitted up to xx:40 without being late (maintaining existing scheduling procedures). Some members of the drafting team were under the impression that the 10 minute duration (total of all columns) was the assessment period, thus reflecting no change from existing practices. Column B is clearly defined as 5 minutes however. This short of an assessment window is not necessary until xx:35 for maintaining the existing scheduling timing. The 5 minute assessment period has been causing a problem within the WECC. In combination with the removal of passive approval for reliability entities (passive denial instead), the short assessment period is resulting in reliability entities scrambling to more quickly assess and approve e-Tags. Many entities require that this be done manually. Most "realtime" e-Tags are submitted between xx:00 and xx:30, a time period in which 10 minute assessments would work well for both marketers and reliability entities. Unfortunately, with only 5 minutes to assess, many e-Tags were unassessed and transitioned to passive DENIED. The marketers are frustrated because they need to re-create the e-Tags and the reliability entities are frustrated because they do not have enough time to conduct assessments and also continue their other critical duties.

The timing table currently does not provide for a specification ATF, Late, and on-time requests. Addition of the initial request status assigned by the Interchange Authority would ensure a common implementation by the various scheduling entities.

The table does include specific timings for After-The-Fact requests. A clarification to vendors issued by the Joint Interchange Scheduling Work Group (JISWG) asked the vendors to implement a 2 hours assessment window for ATF submittals.

To fully support the WECC interchange tagging process, the tables include a definition for late submittals in the preschedule (i.e., next day, etc.) time frame for WECC, only. The creation of a Pre-Late status as defined in the attached table, ensures uniform treatment of all late submittals.

Detailed Description

Modify the Timing Table in INT-005-1, INT-006-1 and INT-008-1 to include the information as shown on the last page.

Reliability Functions

The Standard will Apply to the Following Functions <i>(Check box for each one that applies.)</i>		
<input type="checkbox"/>	Reliability Coordinator	Responsible for the real-time operating reliability of its Reliability Coordinator Area in coordination with its neighboring Reliability Coordinator's wide area view.
<input checked="" type="checkbox"/>	Balancing Authority	Integrates resource plans ahead of time, and maintains load-interchange-resource balance within a Balancing Authority Area and supports Interconnection frequency in real time.
<input checked="" type="checkbox"/>	Interchange Coordinator	Ensures communication of interchange transactions for reliability evaluation purposes and coordinates implementation of valid and balanced interchange schedules between Balancing Authority Areas.
<input type="checkbox"/>	Planning Coordinator	Assesses the longer-term reliability of its Planning Coordinator Area.
<input type="checkbox"/>	Resource Planner	Develops a >one year plan for the resource adequacy of its specific loads within a Planning Coordinator area.
<input type="checkbox"/>	Transmission Planner	Develops a >one year plan for the reliability of the interconnected Bulk Electric System within its portion of the Planning Coordinator area.
<input checked="" type="checkbox"/>	Transmission Service Provider	Administers the transmission tariff and provides transmission services under applicable transmission service agreements (e.g., the pro forma tariff).
<input type="checkbox"/>	Transmission Owner	Owens and maintains transmission facilities.
<input type="checkbox"/>	Transmission Operator	Ensures the real-time operating reliability of the transmission assets within a Transmission Operator Area.
<input type="checkbox"/>	Distribution Provider	Delivers electrical energy to the End-use customer.
<input type="checkbox"/>	Generator Owner	Owens and maintains generation facilities.
<input type="checkbox"/>	Generator Operator	Operates generation unit(s) to provide real and reactive power.
<input type="checkbox"/>	Purchasing-Selling Entity	Purchases or sells energy, capacity, and necessary reliability-related services as required.
<input type="checkbox"/>	Market Operator	Interface point for reliability functions with commercial functions.

Reliability and Market Interface Principles

Applicable Reliability Principles <i>(Check box for all that apply.)</i>	
<input checked="" type="checkbox"/>	Interconnected bulk electric systems shall be planned and operated in a coordinated manner to perform reliably under normal and abnormal conditions as defined in the NERC Standards.
<input checked="" type="checkbox"/>	The frequency and voltage of interconnected bulk electric systems shall be controlled within defined limits through the balancing of real and reactive power supply and demand.
<input checked="" type="checkbox"/>	Information necessary for the planning and operation of interconnected bulk electric systems shall be made available to those entities responsible for planning and operating the systems reliably.
<input type="checkbox"/>	Plans for emergency operation and system restoration of interconnected bulk electric systems shall be developed, coordinated, maintained and implemented.
<input checked="" type="checkbox"/>	Facilities for communication, monitoring and control shall be provided, used and maintained for the reliability of interconnected bulk electric systems.
<input type="checkbox"/>	Personnel responsible for planning and operating interconnected bulk electric systems shall be trained, qualified, and have the responsibility and authority to implement actions.
<input type="checkbox"/>	The security of the interconnected bulk electric systems shall be assessed, monitored and maintained on a wide area basis.
Does the proposed Standard comply with all the following Market Interface Principles? <i>(Select "yes" or "no" from the drop-down box.)</i>	
The planning and operation of bulk electric systems shall recognize that reliability is an essential requirement of a robust North American economy. Yes	
An Organization Standard shall not give any market participant an unfair competitive advantage. Yes	
An Organization Standard shall neither mandate nor prohibit any specific market structure. Yes	
An Organization Standard shall not preclude market solutions to achieving compliance with that Standard. Yes	
An Organization Standard shall not require the public disclosure of commercially sensitive information. All market participants shall have equal opportunity to access commercially non-sensitive information that is required for compliance with reliability standards. Yes	

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Related Standards

Standard No.	Explanation
INT-005-1	Contains timing table
INT-006-1	Contains timing table
INT-008-1	Contains timing table

Related SARs

SAR ID	Explanation

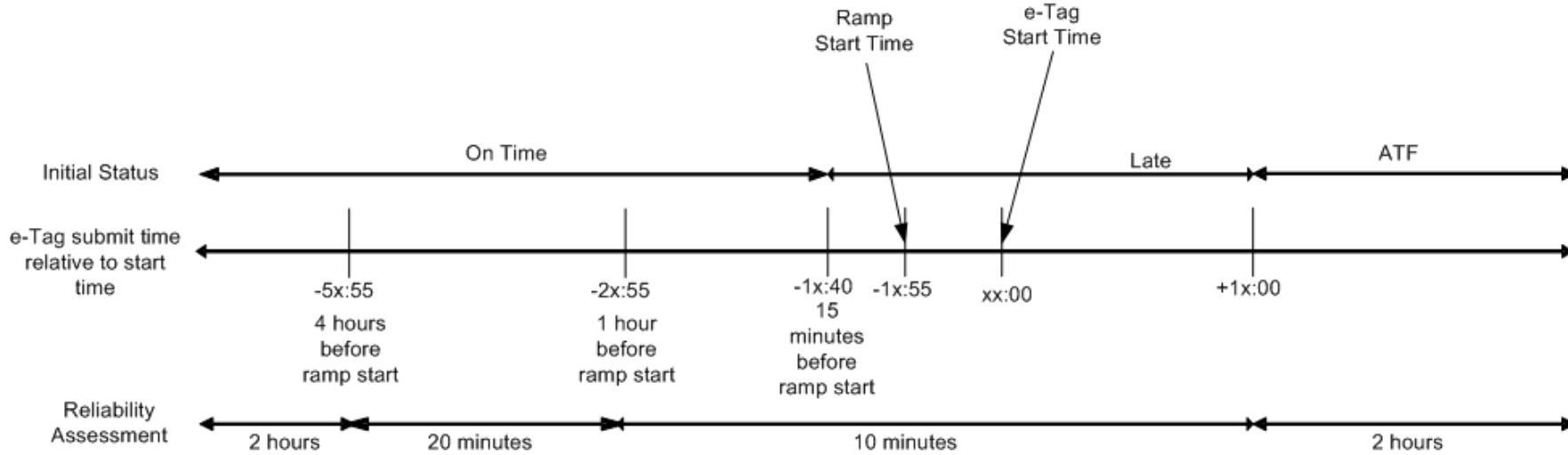
Regional Variances

Region	Explanation
ERCOT	
FRCC	
MRO	
NPCC	
SERC	
RFC	
SPP	
WECC	

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Timing Requirements for all Interconnections except WECC						
		A	B	C	D	
If Actual Arranged Interchange (RFI) is Submitted	IA Assigns Initial Status of	IA Makes Initial Distribution of Arranged Interchange	BA and TSP Conduct Reliability Assessments IA Verifies Reliability Data Complete	IA Compiles and Distributes Status	BA Prepares Confirmed Interchange for Implementation	Minimum Total Reliability Period (Columns A through D)
>1 hour after the start time	<u>ATE</u>	≤ 1minute from RFI submission	≤ 2 hours from Arranged Interchange receipt from IA	≤ 1minute from receipt of all Reliability Assessments	NA	NA
<15 minutes prior to ramp start and ≤1 hour after the start time	<u>Late</u>	≤ 1minute from RFI submission	≤ 10 minutes from Arranged Interchange receipt from IA	≤ 1minute from receipt of all Reliability Assessments	≤ 3 minutes after receipt of confirmed RFI	15 minutes
<1 hour and ≥ 15 minutes prior to ramp start	<u>On-time</u>	≤ 1minute from RFI submission	≤ 10 minutes from Arranged Interchange receipt from IA	≤ 1 minute from receipt of all Reliability Assessments	≥3 minutes prior to ramp start	15 minutes
≥1 hour and < 4 hours prior to ramp start	<u>On-time</u>	≤ 1minute from RFI submission	≤ 20 minutes from Arranged Interchange receipt from IA	≤ 1minute from receipt of all Reliability Assessments	≥ 39 minutes prior to ramp start	1 hour plus 1 minute
≥ 4 hours prior to ramp start	<u>On-time</u>	≤ 1minute from RFI submission	≤ 2 hours from Arranged Interchange receipt from IA	≤ 1minute from receipt of all Reliability Assessments	≥ 1 hour 58 minutes prior to ramp start	4 hours

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Timing Requirements for WECC Interconnection						
		A	B	C	D	
If Actual Arranged Interchange (RFI) is Submitted	IA Assigns Initial Status of	IA Makes Initial Distribution of Arranged Interchange	BA and TSP Conduct Reliability Assessments IA Verifies Reliability Data Complete	IA Compiles and Distributes Status	BA Prepares Confirmed Interchange for Implementation	Minimum Total Reliability Period (Columns A through D)
>1 hour after the start time	<u>ATF</u>	≤ 1minute from RFI submission	≤ 2 hours from Arranged Interchange receipt from IA	≤ 1minute from receipt of all Reliability Assessments	NA	NA
<10 minutes prior to ramp start and ≤1 hour after the start time	<u>Late</u>	≤ 1minute from RFI submission	≤ 10 minutes from Arranged Interchange receipt from IA	≤ 1minute from receipt of all Reliability Assessments	≤ 3 minutes after receipt of confirmed RFI	15 minutes
<1 hour and ≥ 10 minutes prior to ramp start	<u>On-time</u>	≤ 1minute from RFI submission	≤ 10 minutes from Arranged Interchange receipt from IA and ≥ 4 minutes prior to ramp start	≤ 1minute from receipt of all Reliability Assessments	≥ 3 minutes prior to ramp start	10-15 minutes
≥1 hour and < 4 hours prior to ramp start	<u>On-time</u>	≤ 1minute from RFI submission	≤ 20 minutes from Arranged Interchange receipt from IA	≤ 1minute from receipt of all Reliability Assessments	≥ 39 minutes prior to ramp start	1 hour plus 1 minute
≥ 4 hours prior to ramp start	<u>On-time</u>	≤ 1minute from RFI submission	≤ 2 hours from Arranged Interchange receipt from IA	≤ 1minute from receipt of all Reliability Assessments	≥ 1 hour 58 minutes prior to ramp start	4 hours
Submitted before 10:00 PPT with start time ≥ 00:00 PPT of following day	<u>On-time</u>	≤ 1minute from RFI submission	<u>By 12:00 PPT of day the Arranged Interchange was received by the IA</u>	≤ 1minute from receipt of all Reliability Assessments	≥ 1 hour 58 minutes prior to ramp start	Min 4 hours

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