

Standard Development Roadmap

This section is maintained by the drafting team during the development of the standard and will be removed when the standard becomes effective.

Development Steps Completed:

1. SAR posted for comment (July 2, 2008 through July 31, 2008).
2. Revised SAR and response to comments posted (December 1, 2008).
3. Revised SAR and response to comments approved by SC (December 16–17, 2008).
4. SDT appointed on (February 12, 2009).
5. First draft of proposed standard posted (November 10, 2009).

Proposed Action Plan and Description of Current Draft:

This is the first draft of the proposed standard posted for stakeholder comments. This draft includes the modifications identified in the SAR and applicable FERC directives from FERC Order 693.

Future Development Plan:

Anticipated Actions	Anticipated Date
1. Respond to Comments and Post for 45-day stakeholder review.	June-July 2010
2. Respond to Comments and Post for 30-day pre-ballot review.	October 2010
3. Conduct initial ballot.	November 2010
4. Post response to comments on initial ballot.	January 2011
5. Conduct recirculation ballot.	January 2011
6. Submit standard to BOT for adoption.	February 2011
7. File standard with regulatory authorities.	March 2011.

Definitions of Terms Used in Standard

This section includes all newly defined or revised terms used in the proposed standard. Terms already defined in the Reliability Standards Glossary of Terms are not repeated here. New or revised definitions listed below become approved when the proposed standard is approved. When the standard becomes effective, these defined terms will be removed from the individual standard and added to the Glossary.

There are no new or revised definitions proposed in this standard revision.

A. Introduction

1. ~~Title:~~ **Response to Evaluation of Interchange Authority Transactions**
1. Transactions
2. **Number:** INT-006-~~34~~
3. **Purpose:** To ensure that each Arranged Interchange is checked for reliability before it is implemented.
4. **Applicability:**
 - 4.1. Balancing Authority.
 - 4.2. Transmission Service Provider.
 - 4.3. Reliability Coordinator
 - 4.4. Transmission Operator
5. **Effective Date:** ~~—————~~ The First day of the first calendar quarter following the date this standard shall become is approved by applicable regulatory authorities, or in those jurisdictions where regulatory approval is not required, the standard becomes effective on the first day of the first calendar quarter, three months after all regulatory approvals. the date this standard is approved by the NERC Board of Trustees.

B. Requirements

- ~~R1. Prior to the expiration of the reliability assessment period defined in the timing requirements tables in this standard, Column B, the Balancing Authority and Transmission Service Provider shall respond to each On-time Request for Interchange (RFI), and to each Emergency RFI and Reliability Adjustment RFI from an Interchange Authority to transition an Arranged Interchange to a Confirmed Interchange.¹~~
- ~~1.1. Each involved Balancing Authority shall evaluate the Arranged Interchange with respect to:~~
- ~~1.1.1. Energy profile (ability to support the magnitude of the Interchange).~~
 - ~~1.1.2. Ramp (ability of generation maneuverability to accommodate).~~
 - ~~1.1.3. Scheduling path (proper connectivity of Adjacent Balancing Authorities).~~
- ~~1.2. Each involved Transmission Service Provider shall confirm that the transmission service arrangements associated with the Arranged Interchange have adjacent Transmission Service Provider connectivity, are valid and prevailing transmission system limits will not be violated.~~
- R1. Each Sink Balancing Authority shall² distribute each Arranged Interchange to the Source Balancing Authority, each Intermediate Balancing Authority, each Reliability Coordinator, and each Transmission Service Provider included in the Arranged Interchange less than one minute

¹ ~~The Balancing Authority and Transmission Service Provider need not provide responses to any other requests.~~

² In cases where Interchange Coordination is non-functional or has been degraded due to coincidental, accidental, or malicious causes, the Compliance Monitor may exercise discretion in determining whether or not a violation of this requirement has occurred.

after receipt of any associated Request for Interchange or requested modifications to Confirmed or Implemented Interchange that meets all of the following criteria:

- 1.1. The Request for Interchange or requested modification to Confirmed or Implemented Interchange was received by the Sink Balancing Authority on-time, and
 - 1.2. The Arranged Interchange was not transitioned to Confirmed Interchange, and
 - 1.3. Notification of the Arranged Interchange being transitioned to Confirmed Interchange was distributed less than three minutes prior to the requested ramp start, and
 - 1.4. The Arranged Interchange was not denied by any approval entity.
- R2. Each Balancing Authority receiving an On-time Arranged Interchange or an emergency Arranged Interchange from a Sink Balancing Authority, shall³ approve or deny its transition to Confirmed Interchange prior to the expiration of the reliability assessment period defined in the timing requirements in Attachment 1, Column B,⁴
- 2.1. Each Source and Sink Balancing Authority shall deny the Arranged Interchange if 1.) it does not expect to be capable of supporting the magnitude of the Interchange, including ramping, throughout the duration of the Arranged Interchange, and/or 2.) the scheduling path (proper connectivity of Adjacent Balancing Authorities) is invalid.
- R3. Each Transmission Service Provider receiving an On-time Arranged Interchange or an emergency Arranged Interchange from a Sink Balancing Authority, shall⁵ approve or deny its transition to Confirmed Interchange prior to the expiration of the reliability assessment period defined in the timing requirements in Attachment 1, column B,⁶
- 3.1. Transmission Service Providers shall deny the Arranged Interchange if 1.) the unscheduled capacity remaining for the Transmission Service Request (or other contractual/tariff arrangement) on the Transmission Providers system will not accommodate the Arranged Interchange, 2.) the Transmission system does not have the capability to accommodate the Arranged Interchange based on projected system conditions, or 3.) the transmission path (proper connectivity of adjacent Transmission Service Providers) is invalid.
- R4. Each Source Balancing Authority, Sink Balancing Authority, and Balancing Authority associated with a direct-current tie operator receiving a Reliability Adjustment Request for Interchange shall⁷ approve the Reliability Adjustment Request for Interchange prior to the expiration of the reliability assessment period defined in the timing requirements in Attachment

³ In cases where Interchange Coordination is non-functional or has been degraded due to coincidental, accidental, or malicious causes, the Compliance Monitor may exercise discretion in determining whether or not a violation of this requirement has occurred.

⁴ Balancing Authorities need not provide responses to any other requests.

⁵ In cases where Interchange Coordination is non-functional or has been degraded due to coincidental, accidental, or malicious causes, the Compliance Monitor may exercise discretion in determining whether or not a violation of this requirement has occurred.

⁶ Transmission Service Providers need not provide responses to any other requests.

⁷ In cases where Interchange Coordination is non-functional or has been degraded due to coincidental, accidental, or malicious causes, the Compliance Monitor may exercise discretion in determining whether or not a violation of this requirement has occurred.

1, column B, if it can support the magnitude of the Interchange, including ramping, throughout the duration of the Reliability Adjustment Request for Interchange.

- R5.** Each Sink Balancing Authority shall⁸ transition Arranged Interchange to Confirmed Interchange if any of the following conditions are met:
- 5.1.** All entities associated with the Arranged Interchange have communicated their approval of the transition
 - 5.2.** The Arranged Interchange represents a Reliability Adjustment and the Source Balancing Authority, direct-current tie Operating Balancing Authority, and the Sink Balancing Authority associated with the Arranged Interchange have communicated their approval of the transition
 - 5.3.** The time period specified in Attachment 1, column B, has elapsed, all Balancing Authorities and Transmission Service Providers associated with the Arranged Interchange have communicated their approval of the transitions, and no other entities associated with the Arranged Interchange have communicated their denial of the transition.
- R6.** Each Sink Balancing Authority shall⁹ not transition an Arranged Interchange to Confirmed Interchange if any of the following conditions are met:
- 6.1.** The Arranged Interchange represents a Reliability Adjustment; the time period specified in Attachment 1, column B, has elapsed; and one or more of the following entities associated with the Arranged Interchange have not communicated their approval of the transition: the Source Balancing Authority, the direct-current tie Operating Balancing Authority, or the Sink Balancing Authority.
 - 6.2.** The Arranged Interchange does not represent a Reliability Adjustment; the time period specified in Attachment 1, column B, has elapsed; and not all Balancing Authorities and Transmission Service Providers associated with the Arranged Interchange have communicated their approval of the transition
 - 6.3.** The Arranged Interchange does not represent a Reliability Adjustment, the time period specified in Attachment 1, column B, has elapsed, and any entity associated with the Arranged Interchange has communicated their denial of the transition
- R7.** Each Sink Balancing Authority shall¹⁰ distribute all notifications of whether or not Arranged Interchange was transitioned to Confirmed Interchange to the Source Balancing Authority, each Intermediate Balancing Authority, each Reliability Coordinator, and each Transmission Service Provider included in the Arranged Interchange less than one minute after making the decision to transition or not for any Arranged Interchange that meets all of the following criteria:

⁸ In cases where Interchange Coordination is non-functional or has been degraded due to coincidental, accidental, or malicious causes, the Compliance Monitor may exercise discretion in determining whether or not a violation of this requirement has occurred.

⁹ In cases where Interchange Coordination is non-functional or has been degraded due to coincidental, accidental, or malicious causes, the Compliance Monitor may exercise discretion in determining whether or not a violation of this requirement has occurred.

¹⁰ In cases where Interchange Coordination is non-functional or has been degraded due to coincidental, accidental, or malicious causes, the Compliance Monitor may exercise discretion in determining whether or not a violation of this requirement has occurred.

- 7.1. [The Request for Interchange or requested modification to Confirmed or Implemented Interchange was received by the Sink Balancing Authority on-time, and](#)
- 7.2. [Notification of whether or not the Arranged Interchange was transitioned to Confirmed Interchange was not distributed three or more minutes prior to the requested ramp start, and](#)
- 7.3. [Not all entities actively responded during the reliability assessment period defined in the timing requirements in Attachment 1, column B, and](#)
- 7.4. [The Arranged Interchange was not denied by any approval entity.](#)
- R8. [On a day-ahead basis, each Transmission Operator shall notify the associated Sink Balancing Authority\(ies\) of any Interchange modifications potentially required to mitigate any previously identified expected SOL or IROL exceedances.](#)
- R9. [On a day-ahead basis, each Reliability Coordinator shall notify the associated Sink Balancing Authority\(ies\) of any Interchange modifications potentially required to mitigate any previously identified expected IROL exceedances.](#)

C. Measures

M1. TBD

D. Compliance

1. TBD

E. Regional Differences

None.

Version History

Version	Date	Action	Change Tracking
1	May 2, 2006	Approved by BOT	New
2	May 2, 2007	Approved by BOT	Revised

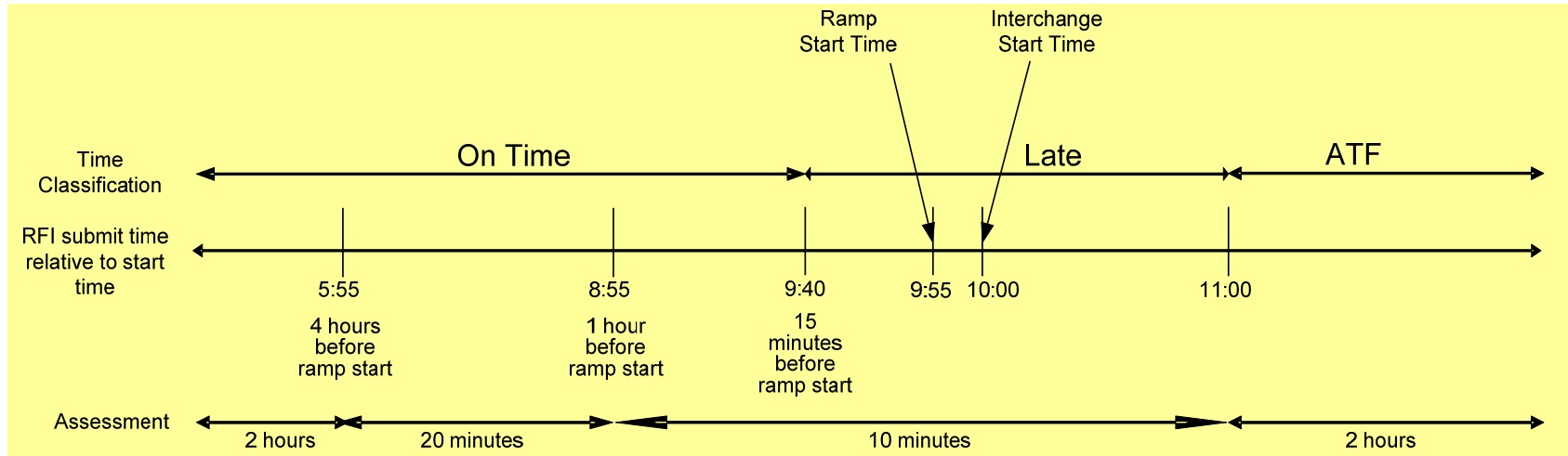
Timing Requirements for all Interconnections except WECC



		A	B	C	D
If Arranged Interchange (RFI)¹¹ is Submitted	IA-Assigned Time Classification	IASink BA Makes Initial Distribution of Arranged Interchange	BA and TSP Conduct Reliability Assessments	IASink BA Compiles and Distributes Status	BA Prepares Confirmed Interchange for Implementation
>1 hour after the RFI start time	ATF	≤ 1 minute from RFI submission	Entities have up to 2 hours to respond.	≤ 1 minute from receipt of all Reliability Assessments	NA
<15 minutes prior to ramp start and ≤1 hour after the RFI start time	Late	≤ 1 minute from RFI submission	Entities have up to 10 minutes to respond.	≤ 1 minute from receipt of all Reliability Assessments	≤ 3 minutes after receipt of confirmed RFI
<1 hour and ≥ 15 minutes prior to ramp start	On-time	≤ 1 minute 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
≥1 hour to < 4 hours prior to ramp start	On-time	≤ 1 minute from RFI submission	≤ 20 minutes from Arranged Interchange receipt from IA	≤ 1 minute from receipt of all Reliability Assessments	≥ 39 minutes prior to ramp start
≥ 4 hours prior to ramp start	On-time	≤ 1 minute from RFI submission	≤ 2 hours from Arranged Interchange receipt from IA	≤ 1 minute from receipt of all Reliability Assessments	≥ 1 hour 58 minutes prior to ramp start

¹¹ Time Classifications and deadlines apply to both initial Arranged Interchange submittal and any subsequent modifications to the Arranged Interchange.

Example of Timing Requirements for all Interconnections except WECC



Timing Requirements for WECC

		A	B	C	D
If Arranged Interchange (RFI) ¹² is Submitted	IA Assigned Time Classification	IA Sink BA Makes Initial Distribution of Arranged Interchange	BA and TSP Conduct Reliability Assessments	IA Sink BA Compiles and Distributes Status	BA Prepares Confirmed Interchange for Implementation
>1 hour after the start time	ATF	≤ 1 minute from RFI submission	Entities have up to 2 hours to respond.	≤ 1 minute from receipt of all Reliability Assessments	NA
<10 minutes prior to ramp start and ≤1 hour after the start time	Late	≤ 1 minute from RFI submission	Entities have up to 10 minutes to respond.	≤ 1 minute from receipt of all Reliability Assessments	≤ 3 minutes after receipt of confirmed RFI
10 minutes prior to ramp start	On-time	≤ 1 minute from RFI submission	≤ 5 minutes from Arranged Interchange receipt from IA	≤ 1 minute from receipt of all Reliability Assessments	≥ 3 minutes prior to ramp start
11 minutes prior to ramp start	On-time	≤ 1 minute from RFI submission	≤ 6 minutes from Arranged Interchange receipt from IA	≤ 1 minute from receipt of all Reliability Assessments	≥ 3 minutes prior to ramp start
12 minutes prior to ramp start	On-time	≤ 1 minute from RFI submission	≤ 7 minutes from Arranged Interchange receipt from IA	≤ 1 minute from receipt of all Reliability Assessments	≥ 3 minutes prior to ramp start
13 minutes prior to ramp start	On-time	≤ 1 minute from RFI submission	≤ 8 minutes from Arranged Interchange receipt from IA	≤ 1 minute from receipt of all Reliability Assessments	≥ 3 minutes prior to ramp start
14 minutes prior to ramp start	On-time	≤ 1 minute from RFI submission	≤ 9 minutes from Arranged Interchange receipt from IA	≤ 1 minute from receipt of all Reliability Assessments	≥ 3 minutes prior to ramp start
<1 hour and ≥ 15 minutes prior to ramp start	On-time	≤ 1 minute 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
≥ 1 hour and < 4 hours prior to ramp start	On-time	≤ 1 minute from RFI submission	< 20 minutes from Arranged interchange receipt from IA	≤ 1 minute from receipt of all Reliability Assessments	≥ 39 minutes prior to ramp start
≥ 4 hours prior to ramp start	On-time	≤ 1 minute from RFI submission	≤ 2 hours from Arranged Interchange receipt from IA	≤ 1 minute from receipt of all Reliability Assessments	≥ 1 hour 58 minutes prior to ramp start
Submitted before 10:00 PPT with start time ≥ 00:00 PPT of following day	On-time	≤ 1 minute from RFI submission	By 12:00 PPT of day the Arranged Interchange was received by the IA	≤ 1 minute from receipt of all Reliability Assessments	≥ 1 hour 58 minutes prior to ramp start

¹² Time Classifications and deadlines apply to both initial Arranged Interchange submittal and any subsequent modifications to the Arranged Interchange.

Example of Timing Requirements for WECC

