

## Standard Authorization Request Form

Title of Proposed Standard	Emergency Revision to INT Standard's Timing Table for WECC
Request Date	February 7, 2007

<b>SAR Requestor Information</b>	<b>SAR Type</b> <i>(Check a box for each one that applies.)</i>
Name            WECC Interchange Scheduling and Accounting Subcommittee (WECC ISAS)	<input type="checkbox"/> New Standard
Primary Contact     Jim Hansen	<input checked="" type="checkbox"/> Revision to existing Standards: INT-005-1 INT-006-1 INT-008-1
Telephone     206-706-0165 Fax             206-706-0183	<input type="checkbox"/> Withdrawal of existing Standard
E-mail            james.hansen@seattle.gov	<input checked="" type="checkbox"/> Urgent Action

**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 created 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.

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

The WECC members on the Coordinate Interchange Drafting Team focused on minimizing changes from existing business practices when they put the timing tables together for WECC. The new coordinate interchange timing table (INT-005,006,008-001), in row 2, contains 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). The WECC members of the drafting team believed that the 10 minute duration (total of all columns) was the assessment period, not just the 5 minutes in column 2, thus reflecting no change from existing practices. From a technical interpretation, Column 2 is defined as 5 minutes however, even if the actions associated with Column 1, 3, and 4 occur much more quickly. 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.

WECC Interchange Scheduling and Accounting Subcommittee members held an emergency conference call to consider and vote upon new e-Tag timing. The revised timing table included with this SAR reflects the majority vote of the WECC members.

**Brief Description** (Describe the proposed standard in sufficient detail to clearly define the scope in a manner that can be easily understood by others.)

Please see the proposed revised timing table with the changes to the approved table shown in red on the next page. Assessment period increased from 5–10 minutes for first half of hour (for next hour transactions) and left at 5 minutes after that.

The only change needed to the standards is to replace the existing timing table with the proposed timing table.

Timing Table

**Interchange Timeline with Minimum Reliability-Related Response Times**

Request for Interchange Submitted

Ramp Start

	A	B	C	D	
<b>If Actual Arranged Interchange (RFI) is Submitted</b>	<b>IA Makes Initial Distribution of Arranged Interchange</b>	<b>BA and TSP Conduct Reliability Assessments  IA Verifies Reliability Data Complete</b>	<b>IA Compiles and Distributes Status</b>	<b>BA Prepares Confirmed Interchange for Implementation</b>	<b>Minimum Total Reliability Period (Columns A through D)</b>
≤1 hour prior to ramp start	≤ 1 minute from RFI submission	≤ 10 minutes from Arranged Interchange receipt from IA for all Interconnections except WECC	≤ 1 minute from receipt of all Reliability Assessments	≥ 3 minutes prior to ramp start	15 minutes
<del>≤1 hour prior to ramp start</del>	<del>≤ 1 minute from RFI submission</del>	<del>≤ 5 minutes from Arranged Interchange receipt from IA for WECC</del>	<del>≤ 1 minute from receipt of all Reliability Assessments</del>	<del>≥ 3 minutes prior to ramp start</del>	<del>10 minutes</del>
≤20 minutes prior to ramp start	≤ 1 minute from RFI submission	≤ 5 minutes from Arranged Interchange receipt from IA for WECC	≤ 1 minute from receipt of all Reliability Assessments	≥ 3 minutes prior to ramp start	10 minutes
>20 minutes to ≤1 hour prior to ramp start	≤ 1 minute from RFI submission	≤ 10 minutes from Arranged Interchange receipt from IA for WECC	≤ 1 minute from receipt of all Reliability Assessments	≥ 3 minutes prior to ramp start	15 minutes
>1 hour to < 4 hours prior to ramp start	≤ 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	1 hour plus 1 minute
≥ 4 hours prior to ramp start	≤ 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	4 hours

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***Reliability Functions***

<b>The Standard will Apply to the Following Functions</b> <i>(Check box for each one that applies.)</i>		
<input type="checkbox"/>	Reliability Coordinator	Ensures the reliability of the bulk transmission system within its Reliability Coordinator area. This is the highest reliability authority.
<input checked="" type="checkbox"/>	Balancing Authority	Integrates resource plans ahead of time, and maintains load-interchange-resource balance within its metered boundary and supports system frequency in real time.
<input checked="" type="checkbox"/>	Interchange Authority	Authorizes valid and balanced Interchange Schedules.
<input type="checkbox"/>	Planning Authority	Plans the Bulk Electric System.
<input type="checkbox"/>	Resource Planner	Develops a long-term (>one year) plan for the resource adequacy of specific loads within a Planning Authority area.
<input type="checkbox"/>	Transmission Planner	Develops a long-term (>one year) plan for the reliability of transmission systems within its portion of the Planning Authority area.
<input checked="" type="checkbox"/>	Transmission Service Provider	Provides transmission services to qualified market participants under applicable transmission service agreements
<input type="checkbox"/>	Transmission Owner	Owns transmission facilities.
<input type="checkbox"/>	Transmission Operator	Operates and maintains the transmission facilities, and executes switching orders.
<input type="checkbox"/>	Distribution Provider	Provides and operates the "wires" between the transmission system and the customer.
<input type="checkbox"/>	Generator Owner	Owns and maintains generation unit(s).
<input type="checkbox"/>	Generator Operator	Operates generation unit(s) and performs the functions of supplying energy and Interconnected Operations Services.
<input type="checkbox"/>	Purchasing-Selling Entity	The function of purchasing or selling energy, capacity, and all necessary Interconnected Operations Services as required.
<input type="checkbox"/>	Market Operator	Integrates energy, capacity, balancing, and transmission resources to achieve an economic, reliability-constrained dispatch.

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<input type="checkbox"/>	Load-Serving Entity	Secures energy and transmission (and related generation services) to serve the end user.
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***Reliability and Market Interface Principles***

<b>Applicable Reliability Principles</b> <i>(Check box for all that apply.)</i>	
<input checked="" type="checkbox"/>	1. 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"/>	2. 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"/>	3. 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"/>	4. Plans for emergency operation and system restoration of interconnected bulk electric systems shall be developed, coordinated, maintained and implemented.
<input checked="" type="checkbox"/>	5. Facilities for communication, monitoring and control shall be provided, used and maintained for the reliability of interconnected bulk electric systems.
<input type="checkbox"/>	6. 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"/>	7. The security of the interconnected bulk electric systems shall be assessed, monitored and maintained on a wide area basis.
<b>Does the proposed Standard comply with all the following Market Interface Principles?</b> <i>(Select "yes" or "no" from the drop-down box.)</i>	
1. The planning and operation of bulk electric systems shall recognize that reliability is an essential requirement of a robust North American economy. Yes	
2. An Organization Standard shall not give any market participant an unfair competitive advantage. Yes	
3. An Organization Standard shall neither mandate nor prohibit any specific market structure. Yes	
4. An Organization Standard shall not preclude market solutions to achieving compliance with that Standard. Yes	
5. 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***

<b>Standard No.</b>	<b>Explanation</b>
INT-005-1	Contains timing table
INT-006-1	Contains timing table
INT-008-1	Contains timing table

***Related SARs***

<b>SAR ID</b>	<b>Explanation</b>

***Regional Differences***

<b>Region</b>	<b>Explanation</b>
ERCOT	This request does not impact ERCOT
FRCC	This request does not impact FRCC
MRO	This request does not impact MRO
NPCC	This request does not impact NPCC
SERC	This request does not impact SERC
RFC	This request does not impact RFC
SPP	This request does not impact SPP
WECC	This request impacts WECC only