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Transmission Line-load Relief (TLR) Buy Through First Read: Quick Fix

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Operating Committee

February 11, 2021

1. Education

1. What is TLR Buy Through?
2. History
3. Problems

2. Opportunity Statement & Issue Charge

3. Review Proposed OA Revisions

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1. Education

- TLR Buy Through
 - Applies to
 - PJM issued TLR
 - Off-system tags with loop flow
 - Allow non-firm interchange, not scheduled through PJM, that causes loop flow on the PJM system to pay congestion to avoid curtailment by PJM under a PJM issued TLR.
 - In the Operating Agreement (mirrored in OATT Attachment K)

1. Created when PJM
 - Was fully within the Mid-Atlantic
 - Issued TLR 3 more frequently
 - Prior to Joint Operating Agreements and Congestion Management with MISO, NYISO, TVA and SPP
2. Not used despite existing for 20+ years
3. PJM issued TLR 3, 2019 through 2020:
 - 3 TLRs of level 3 for 14 $\frac{1}{4}$ hours total including:
 - 1 TLR 3b for 1 $\frac{1}{4}$ hours on Jan. 21, 2019

1. Not Used
 - Not used in 20+ years.
 - PJM moved toward internal redispatch and Market-to-Market coordination.
2. Not available to on-system interchange transactions
 - Preserves off-system transactions, while PJM interchange transactions are curtailed.
3. Automation not feasible
 - WEQ-008 standards
 - Interchange Distribution Calculator
4. Reliability Considerations
 - Manual implementation by operators
 - If needed, slows curtailment process
5. Minimal potential benefit
 - Never used
 - 1:15 of curtailment under TLR 3b on 1/21/2019

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2. Opportunity Statement & Issue Charge

3. Schedule

- OC
 - First Read: 2/11/2021
 - Endorsement: 3/11/2021
- MRC
 - First Read: 2/24/2021
 - Endorsement: 3/24/2021
- MC
 - Approval: 5/3/2021

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TLR Buy Through



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