

# Changes To Cedars Scheduled Line Tariff Language

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Working Group

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# Necessary Tariff Changes

- The proposed Tariff language addressing the Cedars-Dennison Scheduled Line needs to be changed.
- Purpose of the changes is to apply the Non-Competitive Proxy Rule, rather than the Special Pricing Rule at the Proxy Generator Bus associated with the Cedars Scheduled Line.
- Change is necessary to protect against the potential to exercise market power at times when the Proxy Generator Bus associated with the Cedars Scheduled Line is subject to an interface specific ramp constraint.

# Special Pricing Rule vs. Non-Competitive Proxy Rule

- The Non-Competitive Proxy Rule applies at times when schedule changes would exceed the ramp capacity limit or when schedules would exceed the Available Transfer Capability (ATC) of the interface.
  - The NYISO may determine that it is necessary to apply an interface-specific ramp limit at Cedars.
- The Special Pricing Rule for Scheduled Lines only applies when schedules would exceed the ATC of the interface.

# Proposed Tariff Revisions

- Need to eliminate Cedars from the list of designated Scheduled Lines that are subject to the Special Pricing Rule.
  - Correct proposed changes to Svcs. Att. B Sheet No. 335B.00 and OATT Att. J Sheet No. 457.01a.
- Need to identify the Proxy Generator Bus associated with Cedars as a Non-Competitive Proxy Generator Bus.
  - Svcs. Sheet No. 52; OATT Sheet No. 40.

# Additional Clarifying Tariff Revision

- Propose to clarify Svcs. Tariff Sheet No. 97.00F to explain that, under certain circumstances, the “ECA-B” pricing rule will apply to (a) Non-Competitive Proxy Generator Buses, and (b) Proxy Generator Buses associated with designated Scheduled Lines that are subject to the Special Pricing Rule.