

where:

$\gamma_j^Z =$ LBMP for zone j,

$\gamma_j^{L,Z} = \sum_{i=1}^n \dot{a} W_i g_i^L$ is the Marginal Losses Component of the LBMP for zone j;

$\gamma_j^{C,Z} = \dot{a} W_i g_i^C$ is the Congestion Component of the LBMP for zone j;

n = number of Load buses in zone j for which LBMPs are calculated; and

$W_i =$ load weighting factor for bus i.

Until the ISO's software can compute LBMPs at Load buses, the zonal LBMPs will be a weighted average of the Generator bus LBMPs in the zone. The weightings will be pre-determined by the ISO.

5.0 LBMP Prices for External Locations

External Generators and Loads can bid into the LBMP Market or participate in Bilateral Transactions. External Generators may arrange Bilateral Transactions with Internal or External Loads and External Loads may arrange Bilateral Transactions with Internal Generators.

The Generator and Load locations for which LBMPs will be calculated will initially be limited to a pre-defined set of Proxy Generator Buses External to the NYCA. LBMPs will be calculated for each bus within this limited set. [LBMPs for any Non-Competitive Proxy Generator Bus shall be calculated as specified in subsection 5.1.](#) The three components of LBMP will be calculated from the results of

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SCD, or, in the case of a Proxy Generator Bus, from the results of BME during periods in which (1) proposed economic transactions over the Interface between the NYCA and the Control Area in which that Proxy Generator Bus is located would exceed the Available Transfer Capability for that Interface, (2) proposed interchange schedule changes pertaining to the NYCA as a whole would exceed any Ramp Capacity limits in place for the NYCA as a whole, or (3) proposed interchange schedule changes pertaining to the Interface between the NYCA and the Control Area in which that Proxy Generator Bus is located would exceed any Ramp Capacity limit imposed by the ISO for that Interface.

5.1 Real-Time LBMPs for Non-Competitive Proxy Generator Busses

Real-Time LBMPs for a Non-Competitive Proxy Generator Bus shall be determined as follows. When (i) proposed Real-Time Market economic import transactions into the NYCA from the Non-Competitive Proxy Generator Bus would exceed the Available Transfer Capability for the Interface between the NYCA and the Control Area in which the Non-Competitive Proxy Generator Bus is located, or (ii) proposed interchange schedule changes pertaining to Real-Time Market imports into the NYCA from the Non-Competitive Proxy Generator Bus would exceed any Ramp Capacity limit imposed by the ISO for the Interface between the NYCA and the Control Area in which the Non-Competitive Proxy Generator Bus is located, the Real-Time LBMP at the Non-Competitive Proxy Generator Bus will be the lower of the Real-Time LBMP determined by SCD or zero. When (i) proposed Real-Time Market economic export transactions from the NYCA to the Non-Competitive Proxy Generator Bus would exceed the Available Transfer Capability for the Interface between the NYCA and the Control Area in which the Non-

Competitive Proxy Generator Bus is located, or (ii) proposed interchange schedule changes pertaining to Real-Time Market Exports from the NYCA to the Non-Competitive Proxy Generator Bus would exceed any Ramp Capacity limit imposed by the ISO for the Interface between the NYCA and the Control Area in which the Non-Competitive Proxy Generator Bus is located, the Real-Time LBMP at the external proxy bus will be the higher of the Real-Time LBMP determined by SCD for the Non-Competitive Proxy Generator Bus or the Day-Ahead LBMP determined by SCUC for the Non-Competitive Proxy Generator Bus. When proposed interchange schedule changes pertaining to the NYCA as a whole would exceed any Ramp Capacity limits in place for the NYCA as a whole, Real-Time LBMPs will be set pursuant to subsection 5.0.

6.0 The Marginal Losses Component of LBMP