

Market Services Tariff Updates: Fuel Cost Adjustments and Min Oil Burn Compensation Program

Nicholas Shelton
Mitigation Reference Analyst

Management Committee

10/25/2017, Rensselaer, NY



DRAFT – FOR DISCUSSION PURPOSES ONLY

©COPYRIGHT NYISO 2017. ALL RIGHTS RESERVED

Agenda

■ Proposed Market Services Tariff Revisions

- Section 23: Attachment H
 - Changes to the review process for Real-Time Fuel Cost Adjustments (“FCAs”) (Section 23.4.3.3.3)
 - Changes to the Bias Test (Section 23.3.1.4.6.9)
- Section 4: Market Services – General Rules
 - Clarification of Market Participant obligations to notify the NYISO in the Min Oil Burn Compensation program (Section 4.1.9.2)

Background

Date	Working Group	Details and Materials
07-19-17	Market Issues Working Group (MIWG)	First discussion of proposed changes - <u>Presentation</u>
08-25-17	Market Issues Working Group (MIWG)	Presented draft tariff language - <u>Presentation</u>
09-25-17	Market Issues Working Group (MIWG)	Presented revisions - <u>Presentation</u>
10-11-17	Business Issues Committee (BIC)	Motion to approve updates - <u>Presentation</u>

Attachment H Revisions

Fuel Cost Adjustment Penalty Updates

Fuel Cost Adjustment Penalty

- **Currently, the MST-specified Day-Ahead Impact Test requires rerunning the market to determine the dollar impact of the FCA on LBMPs**
 - Reruns use the higher of a revised Reference Level calculated using actual, demonstrated fuel costs or the NYISO's reference level without the FCA
 - Conduct and Impact are tested using the thresholds specified in Sections 23.3.1.2 and 23.3.2.1 of the Mitigation Measures
- **The current Real-Time Impact Test assumes that generator FCAs have impact if the RT LBMP falls between:**
 - The higher of (a) revised Reference Level calculated using actual, demonstrated fuel costs, or (b) the NYISO's reference level without the FCA
and
 - The reference level with the FCA that the Market Party submitted
- **The real-time penalty calculation does not test the impact on RT LBMP based on market reruns. It determines impact using the comparison described above.**

Fuel Cost Adjustments - Proposed Revisions

- **NYISO proposes to change the Real-Time impact test and penalty calculation for misuse of the FCA functionality to align with the more precise Day-Ahead impact test and penalty calculation**
 - Remove “Day-Ahead” mentions from conduct and impact tests
 - Combine the Day-Ahead and Real-Time Market Penalties into one section
 - Clearly states penalties will be calculated separately for each market
 - Defined each variable as it relates to the Day-Ahead or Real-Time Market Penalties
 - Adjust equation so the multiplier for repeated infractions applies to the entire penalty
 - Delete entire sections detailing the Real-Time conduct test, impact test and penalty calculation

Attachment H Revisions

FCA Bias Test Updates

7-Day Bias Test Concerns

- Reviewing FCAs from the prior seven days does not ensure that enough data is available to draw conclusions about tendencies toward upward bias
- The 10% threshold used in screening for bias has become increasingly restrictive as natural gas prices have decreased
 - 10% of a \$2.00/MMBtu natural gas price is a very tight threshold
- FCAs, submitted consistent with competitive behavior, may exceed the NYISO's indexed fuel price and the generator's actual fuel cost due to unexpected developments
 - Attachment H currently obligates NYISO to cease permitting the generator to use FCAs to revise its Reference Levels for up to 180 days

FCA Bias Test Proposed Revisions

- Instead of reviewing FCAs submitted over the prior seven days, review all of a generator's FCA submittals over the previous 90 days as long as FCAs were submitted for at least 100 hours
 - Submissions must align with the type of Bias test being performed, either Fuel Type or Fuel Price
- Rather than using a 10% threshold to identify bias, use the greater of 10% or \$0.50/MMBtu

FCA Bias Test Proposed Revisions

- Allow the Market Party an opportunity to demonstrate to the NYISO and MMU that the FCAs were consistent with competitive behavior even when the difference between the FCA and the actual fuel cost exceeds the proposed threshold
- Modify the periods of time that NYISO must cease using a Market Party's FCAs after submission of inaccurate fuel type or fuel price information
 - Currently the ban lasts for 60 days after the first failure and 180 for each subsequent failure
 - Proposing an initial ban of 30 days, a ban of 60 days for a second failure and 120 days for each subsequent failure

Market Services – General Rules And Attachment H Revisions

Min Oil Burn Updates

Min Oil Burn Proposed Revisions

- Clarify that tax information must be submitted by a Market Participant to receive accurate compensation
- MMA uses the most up-to-date data in its possession to calculate the payments for the Min Oil Burn program
- Revisions to Services Tariff Section 23.4.3.3.3 to remove NYSRC numeric rule designation
 - Prevents NYISO Tariff from citing legacy NYSRC rule numbers in the future

Next Steps

- November NYISO Board of Directors
- FERC Filing
- Present analysis on the effects of the new tariff language at MIWG in Q2 2018

Questions?

The Mission of the New York Independent System Operator, in collaboration with its stakeholders, is to serve the public interest and provide benefits to consumers by:

- Maintaining and enhancing regional reliability
- Operating open, fair and competitive wholesale electricity markets
- Planning the power system for the future
- Providing factual information to policy makers, stakeholders and investors in the power system



www.nyiso.com