

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

Chris Advena, Senior Lead Engineer

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1. Education

- 1. What is TLR Buy Through?
- 2. History
- 3. Problems
- 2. Opportunity Statement & Issue Charge
- 3. Review Proposed OA Revisions



1. Education

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Education: What is TLR Buy Through?

- 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)

Education: History

- 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 ¼ hours total including:
 - 1 TLR 3b for 1 ¼ hours on Jan. 21, 2019

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Education: Problems

- 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

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2. Opportunity Statement & Issue Charge

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3. Schedule



3. Schedule

- OC
 - First Read: 2/11/2021
 - Endorsement: 3/11/2021
- MRC
 - First Read: 2/24/2021
 - Endorsement: 3/24/2021
- MC
 - Approval: 4/21/2021



Contact

SME/Presenter:

Chris Advena

Chris.Advena@pjm.com

(484) 854-0006

TLR Buy Through



Member Hotline

(610) 666 - 8980

(866) 400 - 8980

custsvc@pjm.com