

# Dynamic Line Ratings Market Efficiency

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DLR technology does not modify the physical characteristics of a line, but rather provides a means for determining instant line ratings more precisely by using specialized sensors that provide a more precise indication of the current ratings.



- Market efficiency base case uses planning seasonal ratings
  - Summer Normal & Emergency, Winter Normal & Emergency
- Accounting for DLR in market efficiency base case:
  - Ratings for lines equipped with DLR devices will be modeled using a DLR Hourly Rating Modifier on top of the Planning seasonal ratings
  - The DLR Hourly Rating Modifier will be calculated as the forecasted hourly difference between forecasted DLR ratings and ambient-ratings for the DLR line



- Further information to be shared at future TEAC (Transmission Expansion Advisory Committee) meetings.
- PJM to update congestion drivers as applicable.
- Modeling document to-be posted.



## Appendix Market Efficiency Timeline

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### 2020/2021 Long-Term Window Schedule (Year 2020)

#### Sept.

Post whitepaper input assumptions

Jan. – April

Develop PJM assumptions

May – Aug.

Build/update PROMOD model

Sept. – Nov.

Identify eligible congestion drivers

JAN.

APR.

MAY

SEPT.

OCT.

NOV.

DEC.

2020

AUG.

6

Sept. - Oct.

Interregional data update

Nov.

Post sensitivity scenarios

Dec.

Post window materials:

- **Problem Statement**
- Eligible Congestion Drivers
- Modeling Data

Aug.

Post preliminary market efficiency base case

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## 2020/2021 Long-Term Window Schedule (Year 2021)

# Jan. - April

- Open long-term window
- Mid-cycle update

May – Sept.

Analysis of proposed solutions

Oct. - Nov.

**TEAC Reviews: first** and second reads

APR. JAN. 2021

MAY

AUG.

SEPT.

OCT.

NOV.

DEC.

June – Aug.

Independent cost/ constructability review Dec.

PJM Board approval of selected solutions

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**Dynamic Line Ratings** 



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