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| NPRR Number | 346 | NPRR Title | Removal of Redundant Posting Requirement Related to Electrical Bus Changes | |
| Timeline | Normal | Action | | Recommended Approval |
| Date of Decision | | April 21, 2011 | | |
| Proposed Effective Date | | To be determined. | | |
| Priority and Rank Assigned | | To be determined. | | |
| Nodal Protocol Section Requiring Revision | | 3.5.1, Process for Defining Hubs | | |
| Revision Description | | This Nodal Protocol Revision Request (NPRR) removes a redundant requirement for ERCOT to produce a report regarding Electrical Bus changes. | | |
| Reason for Revision | | The reporting requirement in paragraph (2) of Section 3.5.1 is a redundant posting of similar information required by Section 3.5.3.1, Posting of Hub Buses and Electrical Buses included in Hubs. A report of differences is posted on the Market Information System (MIS) Secure Area after every model load and includes a list of all Electrical Bus changes.  The Market Management System (MMS) automatically uses only the currently energized Electrical Buses to calculate the Hub price. These price calculation modifications are done in Real-Time without user interaction. | | |
| Overall Market Benefit | | Eliminates redundant reporting, clearer visibility into the market. | | |
| Overall Market Impact | | None. | | |
| Consumer Impact | | None. | | |
| Credit Impacts | | To be determined. | | |
| Procedural History | | * On 4/5/11, NPRR346, the associated Impact Analysis and Cost Benefit Analysis were posted. * On 4/21/11, PRS considered NPRR346. | | |
| PRS Decision | | On 4/21/11, PRS unanimously voted to recommend approval of NPRR346 as revised by PRS. All Market Segments were present for the vote. | | |
| Summary of PRS Discussion | | On 4/21/11, ERCOT Staff proposed language changes to revise the use of Protocol Revision Request (PRR) to NPRR. | | |

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| Quantitative Impacts and Benefits | | | | |
| Assumptions | | 1 |  | |
| 2 |  | |
| 3 |  | |
| 4 |  | |
| Market Cost | |  | **Impact Area** | **Monetary Impact** |
| 1 | *None.* | *None.* |
| 2 |  |  |
| 3 |  |  |
| 4 |  |  |
| Market Benefit | |  | **Impact Area** | **Monetary Impact** |
| 1 | *Less redundant reporting, clearer visibility into the market.* | *Unknown.* |
| 2 |  |  |
| 3 |  |  |
| 4 |  |  |
| Additional Qualitative Information | | 1 |  | |
| 2 |  | |
| 3 |  | |
| 4 |  | |
| Other Comments | | 1 |  | |
| 2 |  | |
| 3 |  | |
| 4 |  | |

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| Market Segment | N/A |

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| **Comments Received** | |
| Comment Author | **Comment Summary** |
| None. |  |

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| Proposed Protocol Language Revision |

3.5.1 Process for Defining Hubs

(1) Hubs settled through ERCOT may only be created by an amendment to Section 3.5.2, Hub Definitions. Hubs are made up of one or more Electrical Buses. ERCOT shall post the list of Electrical Buses (including their names) that are part of a Hub on the MIS Public Area. A Hub, once defined, may not be modified except as explicitly described in the definition of that Hub.

(2) When any Electrical Bus within a Hub Bus is added to the Network Operations Model or the CRR Network Model through changes to the Network Operations Model or CRR Network Model, ERCOT shall provide notice to all Market Participants as soon as practicable and include that Electrical Bus in the Hub Bus price calculation.

(3) When any Electrical Bus within a Hub Bus is disconnected from the Network Operations Model or the CRR Network Model through operations changes in transmission topology temporarily, ERCOT shall provide notice to all Market Participants as soon as practicable and exclude that Electrical Bus from the Hub Bus price calculation.

(4) In the event of a permanent change that removes the Hub Bus from the ERCOT Transmission Grid, ERCOT shall file a Nodal Protocol Revision Request (NPRR) to revise the appropriate Hub definition.

(5) If a TSP or ERCOT plans a nomenclature change in the Network Operations Model or the CRR Network Model, ERCOT shall file a NPRR to include the nomenclature change in the Hub Bus definitions before implementing the name change to either the Network Operations Model or the CRR Network Model.