RMS - March 3, 2015

Questions for ERCOT in relation to February MarkeTrak auto-close incidents.

1. Is the issue fixed now - for certain?
2. What is known about the root cause of the issue and what has been done about it? Why has this happened 3 times when ERCOT stated in each market notice that the problem had been identified and corrected?
3. Why didn’t the market notices plainly state that ERCOT “auto-closed” issues (vs. “prematurely transitioned”)? This apparent attempt to downplay the severity of the issue actually increased market confusion.
4. Why didn’t ERCOT propose a market call to discuss the issue and how to manage closed issues? Only ERCOT knew the magnitude and exact nature of the issue – leading to market confusion and frustration.
5. Why was there no information in any of the market notices as to the magnitude of the impact, such as the estimated number of MarkeTrak issues closed prematurely?
6. What was the total volume and percentage of active issues that were erroneously auto-closed in each incident?
7. Why weren’t lists of impacted issues proactively provided to MPs after each incident? MPs were not able to locate the lists that were eventually posted due to apparently incorrect instructions from ERCOT in the market notice.