# PUCT Directive #3 Southern Cross Transmission DC Tie

*“ERCOT shall determine what ramp rate restrictions, if any, will be necessary to accommodate the interconnection of the Southern Cross DC tie and shall implement those restrictions and shall certify to the Commission when it has completed these actions.”*

# Objective

Upon the interconnection of Southern Cross Transmission DC Tie, there is a potential of a 4100 MW change in the DC tie’s schedule (from maximum export to maximum import). In order to determine whether ramp rate restrictions should be imposed on the DC tie, the impact to ERCOT’s net load variability due to a DC tie ramp of this magnitude, as well as the impact on ERCOT’s ability to recover from frequency events such as Reportable Balancing Contingency Events during the DC Tie ramps, will be studied and evaluated.

Below are links to some background documents to aid the initial discussion of this directive.

# Background Documents

1. [DC Tie Operating Procedure](http://www.ercot.com/content/wcm/key_documents_lists/90055/DC_Tie_Desk_Operating_Procedure.docx)
2. [Nodal Protocol Section 4.4.4 DC Tie Schedules](http://www.ercot.com/content/wcm/libraries/179515/April_5__2019_Nodal_Protocols.pdf#page=386)
3. NAESB-WEC-004
4. [NERC Standard](https://www.nerc.com/pa/Stand/Reliability%20Standards%20Complete%20Set/RSCompleteSet.pdf#page=964) [INT-006-4 ----- Evaluation of Interchange Transactions](https://www.nerc.com/pa/Stand/Reliability%20Standards%20Complete%20Set/RSCompleteSet.pdf)

**Purpose:** To ensure that responsible entities conduct a reliability assessment of each Arranged Interchange before it is implemented.

**Applicability:** Balancing Authority, Transmission Service Provider

**Requirements**

**R1.** Each Balancing Authority shall approve or deny each on-time Arranged Interchange or emergency Arranged Interchange that it receives and shall do so prior to the expiration of the time period defined in Attachment 1, Column B. [Violation Risk Factor: Lower][Time Horizon: Operations Planning, Same-day Operations, Real-time Operations]

* 1. Each Source and Sink Balancing Authority shall deny the Arranged Interchange or curtail Confirmed Interchange if it does not expect to be capable of supporting the magnitude of the Interchange, including ramping, throughout the duration of the Arranged Interchange.
	2. Each Balancing Authority shall deny the Arranged Interchange or curtail Confirmed Interchange if the Scheduling Path (proper connectivity of Adjacent Balancing Authorities) between it and its Adjacent Balancing Authorities is invalid.