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| OBDRR Number | [054](https://www.ercot.com/mktrules/issues/OBDRR054) | OBDRR Title | TDSP(s) Pre-Production Verification Testing |
| Date of Decision | | April 1, 2025 | |
| Action | | Recommended Approval | |
| Timeline | | Normal | |
| Proposed Effective Date | | To be determined | |
| Priority and Rank Assigned | | To be determined | |
| Other Binding Document Requiring Revision | | Texas Market Test Plan (TMTP) | |
| Related Documents Requiring Revision/Related Revision Requests | | None | |
| Revision Description | | This Other Binding Document Revision Request (OBDRR) creates a process by which Market Participants will be required by the Transmission and/or Distribution Service Provider (TDSP) to successfully test retail transactions prior to their Data Universal Numbering System (DUNS) being activated in a TDSP’s production system.  This pre-production verification will provide TDSP(s) reassurances of Market Participant’s production readiness based upon successful testing utilizing current transaction operating systems and processors. | |
| Reason for Revision | | [Strategic Plan](https://www.ercot.com/files/docs/2023/08/25/ERCOT-Strategic-Plan-2024-2028.pdf) Objective 1 – Be an industry leader for grid reliability and resilience  [Strategic Plan](https://www.ercot.com/files/docs/2023/08/25/ERCOT-Strategic-Plan-2024-2028.pdf) Objective 2 - Enhance the ERCOT region’s economic competitiveness with respect to trends in wholesale power rates and retail electricity prices to consumers  [Strategic Plan](https://www.ercot.com/files/docs/2023/08/25/ERCOT-Strategic-Plan-2024-2028.pdf) Objective 3 - Advance ERCOT, Inc. as an independent leading industry expert and an employer of choice by fostering innovation, investing in our people, and emphasizing the importance of our mission  General system and/or process improvement(s)  Regulatory requirements  ERCOT Board/PUCT Directive  *(please select ONLY ONE – if more than one apply, please select the ONE that is most relevant)* | |
| Justification of Reason for Revision and Market Impacts | | On May 7, 2024 CenterPoint Energy received a request to activate four Competitive Retailers (CRs) in our production systems. This request was made to CenterPoint Energy and other TDSPs eight years after we completed retail market testing on January 28, 2016.  During 2016, CenterPoint Energy’s transactional operating systems was a legacy Customer information system. In 2020 our legacy Customer information system was decommissioned and replaced with a new transaction processing and billing management system. As part of our annual systems’ maintenance we have implemented service packs that provides the latest version of cyber security patches and enhanced transactional processing performance.  In short, our production systems in 2016 that were utilized for retail market testing with all four CRs cannot be compared to the production operating systems currently in place today that process and manages Texas Standard Electronic Transactions (Texas SETs) for the entire Texas retail market. Furthermore, if there were system changes by one or all of these four CRs during this eight-year period that were not successfully tested those system changes could have negative implications that impact our production systems, even our trading partners.  TDSPs understand there is a need for Market Participants to have flexibility when it comes to retail testing that allows new CRs faster access in the retail market. We recognize, as part of certification, that the outcome of successful testing may provide Customers with new options for competitive pricing and retail services. However, allowing eight years to expire between ERCOT’s retail market flight testing and Market Participants’ request for their DUNS to be added to TDSPs’ production system may inject risk to impacted TDSP’s production systems and potentially the ERCOT market. | |
| RMS Decision | | On 4/1/25, RMS voted unanimously to recommend approval of OBDRR054 as submitted. All Market Segments participated in the vote. | |
| Summary of RMS Discussion | | On 4/1/25, RMS reviewed OBDRR054 and its preliminary Texas SET discussions. ERCOT expressed support for OBDRR054 with request to verify with Texas SET any additional, non-binding documentation related to TDSP production readiness qualification, to which CenterPoint agreed. | |

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| **Opinions** | |
| **Credit Review** | Not applicable |
| **Independent Market Monitor Opinion** | To be determined |
| **ERCOT Opinion** | To be determined |
| **ERCOT Market Impact Statement** | To be determined |

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

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| Market Rules Notes |

None

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| Proposed Other Binding Document Language Revision |

**1 OVERVIEW**

**1.1 Certification Plan**

(1) Market Participants must be certified to conduct business in the Texas electric choice market. The purpose of this document is to define the market plan for testing commercial operations systems and business processes to support the Texas electric choice market. This document addresses testing requirements and procedures between ERCOT and Market Participants and point-to-point testing between Market Participants. The Texas Market Test Plan (TMTP) applies to Market Participants doing business in the Texas electric choice market.

(2) The TMTP addresses the following:

(a) Flight requirements for Market Participants and ERCOT;

(b) Flight Administrator and success criteria;

(c) Flight guidelines;

(d) Flight details and phases;

(e) Testing scenarios for qualification in the Texas electric choice market.

(3) Market Participants and ERCOT must adhere to the Nodal Protocols, with particular emphasis on:

(a) Protocol Section 15, Customer Registration;

(b) Protocol Section 16, Registration and Qualification of Market Participants;

(c) Protocol Section 19, Texas Standard Electronic Transaction.

(4) Market Participants are obligated to comply with the TMTP.  In the event of a conflict between the TMTP and the ERCOT Protocols or Public Utility Commission of Texas (PUCT) Substantive Rules, the ERCOT Protocols and PUCT Substantive Rules take precedence over the TMTP.

(5) Each Market Participant in the Texas electric choice market has specific requirements that shall be met before it will be allowed to begin production processing. The ERCOT Protocols and PUCT rules specify many of these requirements in detail. Market Participants shall thoroughly understand these requirements.

(6) Additional certification requirements that fall outside the scope of this document may be specified by the PUCT and/or ERCOT.

**1.2 Texas Market Test Plan Revision**

(1) The Texas Standard Electronic Transaction (Texas SET) Working Group is responsible for maintaining and updating the information in the Texas Market Test Plan (TMTP), as defined in Protocol Section 19.8, Retail Market Testing. Changes to the TMTP shall be reviewed by the Texas SET Working Group and approved by the Retail Market Subcommittee (RMS).

# 2 PRE-FLIGHT ACTIVITIES

(1) The following pre-flight activities shall be met before a Market Participant enters flight qualification:

(a) New Competitive Retailers (CRs):

(i) Apply for and receive a Data Universal Numbering System (DUNS) Number;

(ii) Submit the appropriate registration form and application fee to ERCOT;

(iii) If registering as a Retail Electric Provider (REP), apply for REP certification with the [Public Utility Commission of Texas](http://www.puc.state.tx.us/industry/electric/business/rep/Rep.aspx) (PUCT);

(iv) Register for an upcoming flight using ERCOT’s Flight Testing application. Registration must be submitted by the Authorized Representative or the Backup Authorized Representative;

(v) Submit testing specifications through ERCOT’s Flight Testing application. Trading partners are required to document specific details of any manually-assisted processes in the comments section of the testing specification form on ERCOT’s Flight Testing application;

(vi) Work with ERCOT Client Services on next steps to enter the Texas electric choice market.

(b) Existing CRs and Transmission and/or Distribution Service Providers (TDSPs):

(i) Register for an upcoming flight using ERCOT’s Flight Testing application. Registration must be submitted by the Authorized Representative or the Backup Authorized Representative;

(ii) Submit testing specifications through ERCOT’s Flight Testing application. Trading partners are required to document specific details of any manually-assisted processes in the comments section of the testing specification form on ERCOT’s Flight Testing application.

(c) CRs Adding a DUNS + 4:

(i) An Existing CR testing a DUNS + 4 entity shall submit the appropriate registration form and application fee to ERCOT;

(ii) If registering as a REP, apply for REP certification with the [PUCT](http://www.puc.state.tx.us/industry/electric/business/rep/Rep.aspx);

(iii) Register for an upcoming flight using ERCOT’s Flight Testing application. Registration must be submitted by the Authorized Representative or the Backup Authorized Representative;

(iv) Submit testing specifications through ERCOT’s Flight Testing application. Trading partners are required to document specific details of any manually-assisted processes in the comments section of the testing specification form on ERCOT’s Flight Testing application.

(d) New TDSP:

(i) Apply for and receive a DUNS Number;

(ii) Submit the appropriate registration form to ERCOT;

(iii) Send an “Intent to Test” email to participate in the next test flight to RetailMarketTesting@ercot.com from the Authorized Representative or Backup Authorized Representative;

(iv) Submit testing specifications through ERCOT’s Flight Testing application. Trading partners are required to document specific details of any manually-assisted processes in the comments section of the testing specification form on ERCOT’s Flight Testing application; and

(v) Work with ERCOT Client Services on next steps to enter the Texas electric choice market.

(e) Non-Opt-In Entity (NOIE):

(i) NOIEs who plan to submit their usage to ERCOT via North American Energy Standards Board (NAESB) will be required to test in one of ERCOT’s test flights in order to do so;

(ii) Send an “Intent to Test” email to participate in the next test flight to [RetailMarketTesting@ercot.com](mailto:RetailMarketTesting@ercot.com) from the Authorized Representative or Backup Authorized Representative; and

(iii) Submit testing specifications through ERCOT’s Flight Testing application. Trading partners are required to document specific details of any manually-assisted processes in the comments section of the testing specification form on ERCOT’s Flight Testing application.

**3 Standards**

(1) Market Participants participating in the Texas electric choice market must use Texas Standard Electronic Transactions (Texas SETs)/the American National Standards Institute X12 (ANSI X12) Electronic Data Interchange (EDI) which will be transported using the North American Energy Standards Board (NAESB) Electronic Delivery Mechanism (EDM). For more information on those standards refer to the Texas SET Implementation Guides and the Texas Data Transport & MarkeTrak Systems Working Group (TDTMS) NAESB EDM v1.6 Implementation Guide for retail operations.

(2) Market Participants may not refuse to test the basic processes necessary to ensure that the retail systems operated by the Market Participants interface properly with both ERCOT’s systems and other Market Participants’ systems. Market Participants may elect to not participate in testing optional processes as identified in this document but will inform their trading partners and the Market Flight Administrator in advance. As much as possible, the same automated processes that will be used in production should be used during testing. Where not possible, any areas that require manually-assisted processes shall be documented in advance in the comments section of the testing specification form on ERCOT’s Flight Testing application and communicated to trading partners at the beginning of the testing cycle.

(3) All entities participating in ERCOT’s technical qualification testing will use dedicated test environments that are representative of their production environments.

(4) All parties shall send Functional Acknowledgements (FA/997) for all EDI transactions during testing. Functional Acknowledgements provide a critical audit trail, and all parties shall monitor acknowledgements sent and received.

**4 Flight Responsibilities**

(1) Responsibilities specific to testing and validating Market Participants’ systems and processes are contained in this section. The following responsibilities shall be met before a Market Participant receives qualification that its systems are ready to go into production with its trading partners.

**4.1 Flight Breakdown**

***4.1.1 Prior to Technical Qualification Testing***

(1) Prior to testing, Competitive Retailers (CRs) shall:

(a) Implement a dedicated test system that closely resembles production. Receive, review, and load the test Electric Service Identifiers (ESI IDs) and associated zip codes from Transmission and/or Distribution Service Provider (TDSP); and

(b) Review Testing Frequently Asked Questions (FAQs) (link at Section 9, Appendices, Appendix A, Resources).

(2) Prior to testing, TDSPs shall:

(a) Establish a test bed of ESI IDs and zip codes, including enough ESI IDs to cover all required scripts for each of the CRs;

(b) Provide ERCOT and CRs with all required test bed data through ERCOT’s Flight Testing application; and

(c) Review Testing FAQs prior to testing (link at Appendix A).

(3) Prior to testing, ERCOT shall:

(a) Review Testing FAQs prior to testing (link at Appendix A);

(b) Validate the test ESI IDs and associated zip codes from the TDSP.

***4.1.2 During Technical Qualification Testing (occurs during Business Hours on a Retail Business Day)***

(1) During testing, CRs shall:

(a) Establish technical connectivity with ERCOT and TDSP trading partners. Connectivity schedules are arranged by the dates stated in the Approved Test Flight Schedule located on the ERCOT website;

(b) As applicable, participate in testing conference calls as designated by the Flight Administrator;

(c) Adhere to the established test schedule by sending transactions on the given day in accordance with the corresponding test script. If a CR cannot complete its assigned tasks, the CR will need to contact its ERCOT testing team representative and/or trading partner testing representative;

(d) Contact the ERCOT testing team representative and/or trading partner testing representative in the event transactions are not received in accordance with the corresponding test script.

(2) During testing, TDSPs shall:

(a) Establish technical connectivity with ERCOT and CR trading partners. Connectivity schedules are arranged by the dates stated in the Approved Test Flight Schedule located on the ERCOT website;

(b) As applicable, participate in testing conference calls as designated by the Flight Administrator;

(c) Adhere to the established test schedule by sending transactions by the given day in accordance with the corresponding test script. If the TDSP cannot complete its assigned tasks, the TDSP will need to contact its ERCOT testing team representative and/or trading partner testing representative;

(d) Contact the ERCOT testing team representative and/or trading partner testing representative in the event transactions are not received in accordance with the corresponding test script.

(3) During testing, ERCOT shall:

(a) Establish technical connectivity with TDSP and CR trading partners. Connectivity schedules are arranged by the dates stated in the Approved Test Flight Schedule located on the ERCOT website;

(b) Organize testing conference calls as needed;

(c) Adhere to the established test schedule;

(d) Contact affected Market Participants in the event they are unable to send transactions in accordance with the corresponding test script;

(e) Contact affected Market Participants in the event they did not receive transactions in accordance with the corresponding test script.

***4.1.3 Production***

(1) During production, CRs shall:

(a) Complete all trading partner agreements necessary prior to moving into production. This will be determined by the individual TDSP;

(b) Receive a qualification letter from ERCOT;

(c) Continue to work with the Public Utility Commission of Texas (PUCT), TDSPs, and ERCOT Client Services to complete any additional requirements prior to going into production.

(2) During production, TDSPs shall:

(a) Receive a qualification letter from ERCOT;

(b) Continue to work with the PUCT, CRs, and ERCOT Client Services to complete any additional requirements prior to going into production.

(3) During production, ERCOT shall:

(a) Distribute qualification letters;

(b) Assist Market Participants with production migration.

**5 Flight Administrator Requirements**

(1) The Flight Administrator will act as a neutral facilitator throughout testing and is the final authority on all levels of business process qualification among trading partners, including verification that a party has successfully passed testing and is eligible to go into production. Failure to meet agreed-upon expectations for qualification may result in actions up to and including failure to qualify for the current flight.

(2) Primary duties for the Flight Administrator will be to:

(a) Follow escalation procedures set forth in the Texas Market Test Plan (TMTP);

(b) Moderate testing and report as necessary on test status, including progress and issues, to ERCOT, the Retail Market Subcommittee (RMS), the Texas Standard Electronic Transaction (Texas SET) Working Group, other appropriate subcommittees as needed, and/or the Public Utility Commission of Texas (PUCT);

(c) Verify testing eligibility of Market Participants with ERCOT;

(d) Ensure that Market Participants’ testing specifications are updated with the current testing contacts displayed on ERCOT’s Flight Testing application;

(e) Ensure the testing specifications are provided by all testing Market Participants by the testing specifications deadline;

(f) Ensure that Market Participants participating in the flight have completed all requirements necessary prior to testing, as found in Section 4.1.1, Prior to Technical Qualification Testing, of this document;

(g) Develop a consolidated list of Frequently Asked Questions (FAQs) and post on the ERCOT website;

(h) Attend Texas SET Working Group meetings or send appropriate representation;

(i) Review and provide input to the Texas SET Working Group agenda prior to meetings;

(j) Assist the Texas SET Working Group in developing a standard test plan for point-to-point and end-to-end business processes;

(k) Assist the Texas SET Working Group in developing test scripts;

(l) Facilitate end-to-end testing between ERCOT and Market Participants and point-to-point business processes between trading partners;

(m) Facilitate flight conference calls as needed with Market Participants;

(n) Act as an issue resolution agent for technical and process issues among Market Participants;

(o) Confirm that Market Participants have completed ERCOT’s technical qualification testing;

(p) Verify adherence to Texas SET standards by all Market Participants and ERCOT;

(q) Maintain current flight testing status on ERCOT’s Flight Testing application;

(r) Adhere to the RMS-approved flight tasks/timelines.

**6 Escalation Procedures**

(1) Market Participants shall attempt to work through any issues with their trading partners. The Flight Administrator may be contacted to assist in resolution of an issue if the Market Participants are unable to resolve on their own. If a resolution cannot be found, the Flight Administrator will determine if the Market Participants should retest in a subsequent flight. In the event a Market Participant is not responsive, the Flight Administrator will contact the Authorized Representative. If resolution is not achieved, the issue will be escalated through the appropriate Technical Advisory Committee (TAC) subcommittee.

(2) If ERCOT has a testing issue, the Texas Standard Electronic Transaction (Texas SET) Working Group leadership may be contacted to assist in resolution. Texas SET leadership may contact the Retail Market Subcommittee (RMS) leadership and ERCOT senior management if appropriate.

**7 Texas Retail Market Testing Website**

(1) The Flight Administrator maintains the Texas Retail Market Testing website that details the current status of the testing process. The URL for this website can be found in Section 9, Appendices, Appendix A, Resources.

(2) This website includes:

(a) Link to the Texas Market Test Plan (TMTP);

(b) Test scripts;

(c) Link to the Approved Test Flight Schedule timelines;

(d) Updates on changes or special circumstances concerning retail market flight testing;

(e) Link to the Texas Standard Electronic Transaction (Texas SET) Working Group page on the ERCOT website containing the Texas SET Working Group meeting schedule;

(f) Frequently Asked Questions (FAQs) on the testing process;

(g) Market links.

**7.1 Testing Specifications**

(1) Each Market Participant will provide testing specifications on ERCOT’s Flight Testing application. Testing specifications include basic contact information and specific testing communications information required for effective testing. ERCOT’s Flight Testing application contains production specifications. It also identifies processes that will be tested, including optional functions that the Market Participant may wish to test.

***7.1.1 Contacts***

(1) Testing Market Participants shall provide daily and emergency contact information for the test lead and the test lead alternate. The Authorized Representative or Backup Authorized Representative may be contacted to assist with issue resolution.

(2) Business contacts must be employees of the Market Participant, not from a vendor or Market Interface Service Provider (MISP). Technical contacts, on the other hand, may be from a vendor or MISP.

***7.1.2 Exceptions to the Test Plan***

(1) This test plan details full testing requirements for Market Participants. There are legitimate scenarios where a party will not support a feature or scenario that is identified in a test script. In these cases, a party can claim an exception to the test plan. Exceptions shall be documented in the comments section of the testing specifications in ERCOT’s Flight Testing application, and shall be approved by the Flight Administrator. The Flight Administrator will review exceptions on a case-by-case basis to determine the potential impact on the market. Parties that claim approved exceptions will not be required to test those features. Once approved, this information will be shared with trading partners.

***7.1.3 Manually-Assisted Processes***

(1) Any areas that require manually-assisted processes shall be documented in advance in the comments section of the testing specifications page of ERCOT’s Flight Testing application and communicated to trading partners at the beginning of the testing cycle. The American National Standards Institute X12 (ANSI X12) formatted files shall never be altered manually.

**7.2 Testing to Production Checklist**

(1) Once testing has been completed, the Market Participant should access the Testing to Production Checklists located on the Texas Retail Market Testing page on the ERCOT website.

(2) ERCOT and Transmission and/or Distribution Service Providers (TDSPs) are responsible for reviewing and updating the Testing to Production Checklists annually. Any updates should be sent to ClientServices@ercot.com.

**8 Flight Definitions, Testing coordination, and Schedule**

(1) Pursuant to Public Utility Commission of Texas (PUCT) rules, any entity intending to participate in the Texas electric choice market must successfully qualify their retail commercial applications through Texas retail market testing and maintain that qualification in accordance with Texas Standard Electronic Transaction (Texas SET) version upgrades. Therefore, for new Market Participants seeking ERCOT qualification, testing must take place during in-flight testing.

(2) For current Market Participants, testing may be required when changes occur to market-facing systems impacting connectivity, Electronic Data Interchange (EDI) translation, and/or other back-end processes. It is recommended for current Market Participants to test with trading partners and ERCOT to ensure changes are implemented appropriately. Testing for current Market Participants may take place during in-flight or out-of-flight testing. Testing scenarios for in-flight and out-of-flight testing is outlined in Sections 8.1, In-Flight Testing, and 8.2, Coordinated Out-of-Flight Testing, as documented below.

(3) At the Transmission and/or Distribution Service Provider’s (TDSP’s) discretion using Good Utility Practices, Market Participants may be required to successfully complete pre-production verification testing before the Market Participant’s Data Universal Numbering System (DUNS) can be implemented in the TDSP’s production systems. Coordinated out-of-flight testing for this scenario is referenced in Section 8.2.4, TDSP Pre-Production Verification, and Section 8.3, Coordinated Emergency Testing, below.

**8.1 In-Flight Testing**

(1) Market Participants are required to test the following enhancements during the in-flight period of the approved market Flight Schedule.

***8.1.1 New Market Participant***

(1) All new Market Participants shall qualify their retail commercial applications during the in-flight period of a scheduled market test flight.

***8.1.2 Retail Market Subcommittee (RMS) Approved Market Enhancements***

(1) All Market Participants, including ERCOT, may be required to complete qualification through Texas retail market testing in circumstances including, but not limited to:

(a) Retail Market Guide revisions;

(b) Texas Standard Electronic Transaction(Texas SET) Working Group enhancements;

(c) Public Utility Commission of Texas (PUCT) rule makings;

(d) Market-wide software upgrades.

***8.1.3 Market Participant Adding a New Service Territory/New Trading Partnership with a Municipally Owned Utility (MOU) or Electric Cooperative (EC)***

(1) All new Municipally Owned Utility (MOU) or Electric Cooperative (EC) trading partnerships shall go through the in-flight testing process as described in the Texas Market Test Plan (TMTP) during a scheduled market test flight.

***8.1.4 Market Participant Changes to a Non-Established Market Interface Service Provider***

(1) A Market Participant that chooses to change to a new Market Interface Service Provider (MISP) that has not successfully completed ERCOT’s technical qualification testing for another Market Participant in the service territory in question is considered a Non-Established Market Interface Service Provider (MISP).

(2) A Market Participant may not switch to a Non-Established MISP as an emergency. A switch to a Non-Established MISP by a Market Participant is not considered for out-of-flight testing and does require full Texas retail market testing. This Market Participant is required to execute tests during an in-flight market test flight.

***8.1.5 Current Market Participant adds a new additional Data Universal Numbering System (DUNS) Number for a certified Retail Electric Provider (REP)***

(1) A Market Participant who has completed ERCOT’s technical qualification testing in the Texas electric choice market with the current Texas Standard Electronic Transaction (Texas SET) version determines that it needs to establish a new additional Data Universal Numbering System (DUNS) number (DUNS or DUNS + 4) for a certified Retail Electric Provider (REP) under that Market Participant’s existing umbrella. In this instance the certified Market Participant in a specific service territory is simply adding a new trade name and DUNS number that will be utilizing the same Load Serving Entity (LSE), banking relationships, back-end systems, Transmission and/or Distribution Service Provider (TDSP) territories, functionality, and the same established Electronic Data Interchange (EDI) Provider. If any of these criteria differ from the original DUNS, the Competitive Retailer (CR) will need to test during the in-flight period and use the New CR track.

***8.1.6 Additional Functionality***

(1) Market Participants may test additional functionality that could include the following:

(a) Continuous Service Agreement (CSA); and

(b) PUCT option changes.

**8.2 Coordinated Out-of-Flight Testing**

(1) It may be necessary for a current Market Participant to test changes outside of an in-flight testing period. The impacted Market Participant should give the impacted trading partners ten (10) Business Days advance notice in order to coordinate a mutually agreed out-of-flight testing schedule. Coordinated out-of-flight testing requests are limited to the following:

***8.2.1 Current Market Participant Adds a New Service Territory/New Trading Partnership***

(1) A new service territory/new trading partnership is defined as a current Market Participant who has completed ERCOT’s technical qualification testing with the current Texas SET version that is adding a Transmission and/or Distribution Service Provider (TDSP) trading partnership. Market Participants that want to add a Municipally Owned Utility (MOU) or Electric Cooperative (EC) trading partnership must do schedule testing during the in-flight timeframe.

***8.2.2 Current Market Participant Changes to an “Established” Market Interface Service Provider***

(1) A Market Participant who has completed testing qualification with the current Texas SET version determines that it needs to change its Market Interface Service Provider (MISP) to another MISP that is currently serving another Market Participant in a specified service territory or to an Established MISP.

(2) Market Participants may not test with two different MISPs at the same time. If a Market Participant chooses to test for a change of MISPs during a Texas SET version release, that Market Participant must use the same MISP in production.

***8.2.3 Bank Changes***

(1) A Market Participant may need to change the bank that they currently use in the market. When such changes occur, it is the responsibility of the Market Participant to coordinate a mutually agreed upon testing schedule with its trading partners. Banking changes are point-to-point; therefore, the ERCOT Flight Administrator is not required to be notified for this change.

**8.2.3.1 Payment and/or Remittance Type Changes**

(1) Market Participants are required to notify trading partners of payment type changes (e.g., from Automated Clearing House (ACH) to wire or vice versa). When such changes occur, it is the responsibility of the Market Participant to coordinate a mutually agreed upon testing schedule with its trading partners and ensure payment and/or remittance type changes tested match the method used in production. Banking changes are point-to-point; therefore, the ERCOT Flight Administrator is not required to be notified for this change.

***8.2.4 TDSP Pre-Production Verification***

(1) Market Participants may be required by the TDSP to successfully complete pre-production verification testing. It is the responsibility of the TDSP to coordinate a mutually agreed-upon testing criteria and schedule with its impacted trading partner(s). This point-to-point level of pre-production verification testing will be scheduled between the TDSP and the impacted Market Participant(s); therefore, the ERCOT flight administrator will not be required to be notified.

**8.3 Coordinated Emergency Testing**

(1) In the event of an emergency situation, it is the responsibility of the Market Participant to coordinate a mutually agreed upon testing schedule with its trading partners. Coordinated Emergency Testing situations include, but are not limited to:

(a) System failures of a Market Participant or its subcontracted entity;

(b) Disaster recovery;

(c) Business continuity plan execution;

(d) Cybersecurity incidents; and

(e) Current bank used by a Market Participant goes out of business.

**8.4 Flight Schedule**

(1) The Texas Standard Electronic Transaction (Texas SET) Working Group is responsible for drafting a Flight Schedule to be recommended for approval by the Retail Market Subcommittee (RMS). The Flight Schedule will inform Market Participants of the dates and tasks for each flight. The approved Flight Schedule will be posted on the ERCOT website no later than December 1st of the preceding year. A link is provided in Section 9, Appendices, Appendix A, Resources, of this document.

**8.5 NOIE testing requirements**

(1) Non Opt-In Entity (NOIE) testing is different from normal flight testing. NOIEs are not bound to the Flight Schedules, but must test between blackout periods. The Flight Administrator is the final authority on testing availability and timelines. NOIEs will test submitting usage through North American Energy Standards Board (NAESB). NOIE testing will include connectivity testing and other activities as requested by the NOIE and coordinated with the ERCOT Flight Administrator.

**9 Appendices**

**Appendix A - Resources**

The Texas Retail Market Testing Website (<http://www.ercot.com/services/rq/lse/trt>) includes but is not limited to:

- Master Flight Calendar

- RMS Approved Test Flights

- Testing Requirements Matrix

- FAQs for Retail Testing

Texas SET Implementation Guidelines, Transaction Names and Swimlane Diagrams:

<http://www.ercot.com/mktrules/guides/txset/>

ERCOT Nodal Protocols:

[http://www.ercot.com/mktrules/nprotocols/](http://www.ercot.com/mktrules/nprotocols/ )

ERCOT Registration:

[http://www.ercot.com/services/rq](http://www.ercot.com/services/rq/)

**Appendix B – Glossary of Terms & Acronyms Used in this Document not defined in Section 2 of the ERCOT Protocols**

ANSI X12 - The American National Standards Institute X12 standard which defines formats and procedures for exchanging documents.

Current Market Participant - For use in the Texas Market Test Plan (TMTP) is defined as a Market Participant that has successfully completed a previous flight test for the current Texas Standard Electronic Transaction (Texas SET) version and has an active relationship with ERCOT.

EDI Provider - Used for testing purposes by a Market Participant who is certified in the Texas marketplace with the current Texas SET version.

EDM- Electronic Delivery Mechanism

Established Market Interface Service Provider (MISP) - An organization or company that provides both connectivity and translation services to another Market Participant in the same service territory and that has successfully tested in the marketplace provided they tested using the current Texas SET version.

Existing CR (*see* Current Market Participant)

Existing Market Participant (*see* Current Market Participant)

Market Interface Service Provider (MISP) - A Market Participant’s internal organization or an outsourced company that provides both connectivity and translation services for a retail Market Participant.

NAESB – North American Energy Standards Board

New Market Participant or New CR for use in the TMTP - Defined as a Market Participant that has not successfully completed a previous flight test for the current Texas SET release or has terminated their relationship with ERCOT.

Non-Established Market Interface Service Provider (MISP) - A Market Participant’s internal organization or an outsourced company that provides both connectivity and translation services for a Market Participant that has not successfully completed ERCOT’s technical qualification testing for another Market Participant in the service territory in question.

TMTP - Texas Market Test Plan

Trading Partner - Entities that exchange Electronic Data Interchange (EDI) transactions