Meeting report

MEETING 5th Fine Tuning workshop iCAROS – focus on methodology that is being developed and that will be used to assess the Congestion Risk Indicator (CRI).	
Date	23/10/2019
Organiser	Elia implementation project iCAROS

PARTICIPANTS
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PARTICIPANTS – ELIA
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1. AGENDA

- PART 1 : Introduction
- PART 2 : Presentation of CRI methodology

2. REPORT

PART 1 : introduction:

It is announced that the next workshop will give an overview of the responses received in the framework of the public consultation of the T&C OPA and T&C SA - that will replace the current CIPU contract and will also be signed by the BRP -, and the Rules for Coordination and Congestion Management.

The agenda of the workshop is presented.

1. The current red zone methodology
2. The new CRI methodology

PART2 : Elia presents the application of the current red zone methodology and the status of the CRI methodology that is being developed.

The following responses were collected:

- Participants request whether the objective of the CRI methodology is only a splitting of consolidation of zones or if a fundamental review and rearrangement of zones would also be possible. Elia indicates that this will depend on the results of the assessment that in the future would take place at least on yearly basis and additionally triggered ad hoc. However, Elia notes this down as a flexibility feature that should be foreseen in the development of the CRI methodology.
- Participants request clarification on the assessment. Elia responds that the indicator will be provided per timestamp of an hour, this means that topological changes will be assessed per hour and that the thresholds will be set per hour.
- Participants request clarification how the methodology will take into account demand respond and batteries. Elia explains that the methodology that is used is based on the flow-based methodology used for DA and that all improvements that will be introduced in this timeframe will also be introduced if possible in the CRI methodology. Regarding the demand respond, it would be possible to work with LSK factors (load shifting key factors). Elia will assess whether the introduction has a value added based on the quality of the input data that is available.
- Participants request some clarification how load is forecasted in the CRI methodology. Elia explains that the same methodology for load forecast as used in operational security analysis will be used in the framework of the CRI methodology. Participants indicate that using the last hour to predict the next hour is not always an adequate way of forecasting load. In addition, the usage of synthetic load profiles is questioned. Elia responds that the current applied load forecasting methodology is much more than just extrapolating the last hour or using synthetic load profiles and that also when this methodology is improved and/or reviewed that this will be transposed in the CRI methodology.
- Participants indicate that when developing the CRI methodology the impact of incentives given through the imbalance price should be considered. If there is a shortage it can be that it triggers an increase in generation and at the same time reduce the load in a zone. As such a congestion issue can occur much quicker than when only assessing the impact of a generation increase. When assessing the threshold it should also consider a possible decrease of load (depending on the demand respond in a zone) when there is a structural shortage in the zone.

- Participants request that the vision of TSOs and DSOs is aligned. Elia responds that DSOs and Elia are very much aware of this and that this is a hot topic in the discussions regarding iCAROS that take place in the framework of Synergrid. As such the way forward regarding this is first an alignment between DSOs how to organize congestion management at DSO level and as a second step to see how the vision of the DSOs and can be aligned with the vision of the TSO.
- Participants wonder what could be the trigger for an update of the CRI indicators. Elia responds that this could be triggered by a major forced outage of a technical unit, a significant change in ID compared to the schedules that have been provided in DA, … Elia indicates that the triggers for updates of the CRI indicators are also already active today for reviews of the red zone indicators applied in the current methodology.
- Participants request that when CRI indicators are changed towards medium or high that they would receive a push warning. Elia indicates that an update of the CRI indicator will normally be done in line with the operational security analysis coordinated by CORESO (so an update every hour is not likely however exceptional circumstances like a significant forced outage of a technical unit of grid element could trigger an additional assessment not coordinated by CORESO.
- Participants wonder how remedial actions (RA) to cope with congestion issues will be selected in the framework of the implementation of iCAROS. Elia responds that the most efficient (optimization of cost and impact/effectiveness) RA will be selected. This criterion will also be used if RA at TSO and DSO level would be available to alleviate congestion at TSO and DSO level. It is also important to stress the additional condition that an RA selected to alleviate a congestion may not cause a congestion problem in another part of the grid. As such the DSOs and Elia will assess together how to match the CRI methodology for identification of congestion issues at TSO grid with congestion methodologies being developed by the DSOs such as traffic lights methodology.
- Participants suggest to assess the possible usage of commercial available trading platforms for congestion management such as the Etpa platform. Elia notes this suggestion and will assess whether this could be used in the framework of the iCAROS design.

3. DATE FOR NEXT MEETING

Date next work shop to be confirmed