

Impact of Northern Intertie Transactions On West of Hatwai

The purpose of this posting is to respond to customer inquiries concerning the impact of north-to-south Northern Intertie (i.e., BC to US) transactions on the West of Hatwai cutplane. BPA has developed a procedure to ensure that such transactions do not affect the availability of transmission across the West of Hatwai cutplane.

The Northern Intertie between BPA and BC Hydro consists of the two Ingledow-Custer 500kV lines, which cross the U.S.-Canadian border at Blaine, Washington, and the Boundary-Nelway 230kV and Boundary-Waneta 230kV lines, which cross the border north of Spokane, Washington. The Ingledow-Custer 500kV lines are often referred to as the “Westside Northern Intertie” while the two 230kV lines are designated as the “Eastside Northern Intertie.”

Transactions across the Northern Intertie have to be properly accounted for in order to manage West of Hatwai and constraints in northwestern Washington. This situation is complicated by the fact that the Northern Intertie is reserved and scheduled as a single path instead of scheduling the Westside and Eastside Northern Intertie separately. North to south transactions which use the Eastside Northern Intertie must cross West of Hatwai unless they sink east of the cutplane. Examples of sinks east of the cutplane include the Avista system, Montana Power, the Amps line at Hot Springs, WAPA Upper Great Plains, and Basin Electric. Transactions which use the Westside Northern Intertie do not cross West of Hatwai. South-to-north transactions over either part of the Northern Intertie do not adversely impact West of Hatwai.

BPAT has developed procedures in order to deal with this interaction between the Northern Intertie and West of Hatwai. BPAT compares the total net schedule over BPAT’s share of the Northern Intertie to the sum of BPAT’s share of the Westside Northern Intertie Operational Transfer Capability (OTC) plus the north-to-south Northern Intertie schedules which sink east of the West of Hatwai cutplane. If the net schedule is in the north to south direction and exceeds this sum, then West of Hatwai is being impacted by the net Northern Intertie schedule. If this occurs on preschedule, BPAT will curtail north-to-south transactions over the Northern Intertie as necessary in order to remove this impact. If this situation occurs on real-time, BPAT will accept the additional Northern Intertie transactions as long as there is Available Transmission Capability (ATC) across West of Hatwai to accommodate the transactions.

Furthermore, BPAT’s firm north-to-south contracts (with the possible exception of a handful of NT contracts) only specify the Westside Northern Intertie as the POR. Hence, BPAT deems all firm north-to-south transactions to only be on the Westside Northern Intertie. Therefore, firm north-to-south transactions must fit within the OTC of the Westside Northern Intertie. BPAT will curtail these firm north-to-south transactions if the Westside Northern Intertie OTC is not adequate to accommodate them. BPAT will deem firm north-to-south transactions to go over the Eastside Northern Intertie only if the

transactions sink to the east of the West of Hatwai cutplane or if firm ATC becomes available over West of Hatwai.

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