

Available Transfer Capability (ATC)

When necessary, UES will estimate ATC and post on its website.

Determination of Capacity Benefit Margin (CBM)

UES does not utilize the Capacity Benefit Margin (CBM) reservation concept.

Total Transfer Capability (TTC)

The TTC on UES' non-PTF Local Facilities that require Point-to-Point transmission service reservations are relatively static values and are calculated using the NERC Standard MOD-029 – Rated System Path Methodology. TTC is the amount of electric power that can be moved or transferred reliably from one area to another area of the interconnected transmission systems by way of all transmission lines (or paths) between those areas under specified system conditions.

When estimating TTC, UES will apply the following, as amended and/or adopted from time to time

- Good Utility Practice
- NERC criteria and guidelines
- ISO New England criteria, rules and reliability standards
- Northeast Power Coordinating Council (NPCC) criteria and guidelines
- Unifil Energy Systems, Inc. guides

UES will estimate TTC using transmission system load flow models developed for UES' system. The models may include representations of other neighboring systems. UES will use system models that it deems appropriate for study of the Request for firm transmission service. Additional system models and operating conditions, including assumptions specific to a particular analysis, may be developed for conditions not available in the library of load flow cases. The system models may be modified, if necessary, to include additional system information on load, transfers and configuration, as it becomes available.

UES will perform, if necessary, power flow and transient stability analysis to ensure that the interface's physical limits will not be violated for credible system contingencies per NERC, NPCC and ISO reliability criteria. TTC, based on contingency analysis, is the incremental transfer capability of the transmission system following the loss of the most critical element while maintaining thermal, and stability performance of the system within acceptable regional practices and consistent with guidelines of Item 3.1 of this Attachment.

When necessary, UES will estimate TTC as outlined above and post on its website.

Transmission Reliability Margin (TRM)

TRM is the amount of transmission transfer capability set aside to provide reasonable assurance that the interconnected transmission network will be secure. TRM accounts for the inherent uncertainty in system conditions and the need for operating flexibility to ensure reliable system operation as system conditions change. It is used only for external interfaces under the New England market design. UES, under Schedule 21, does not have any external interfaces, and therefore, TRM for UES' non-PTF facilities is zero.