



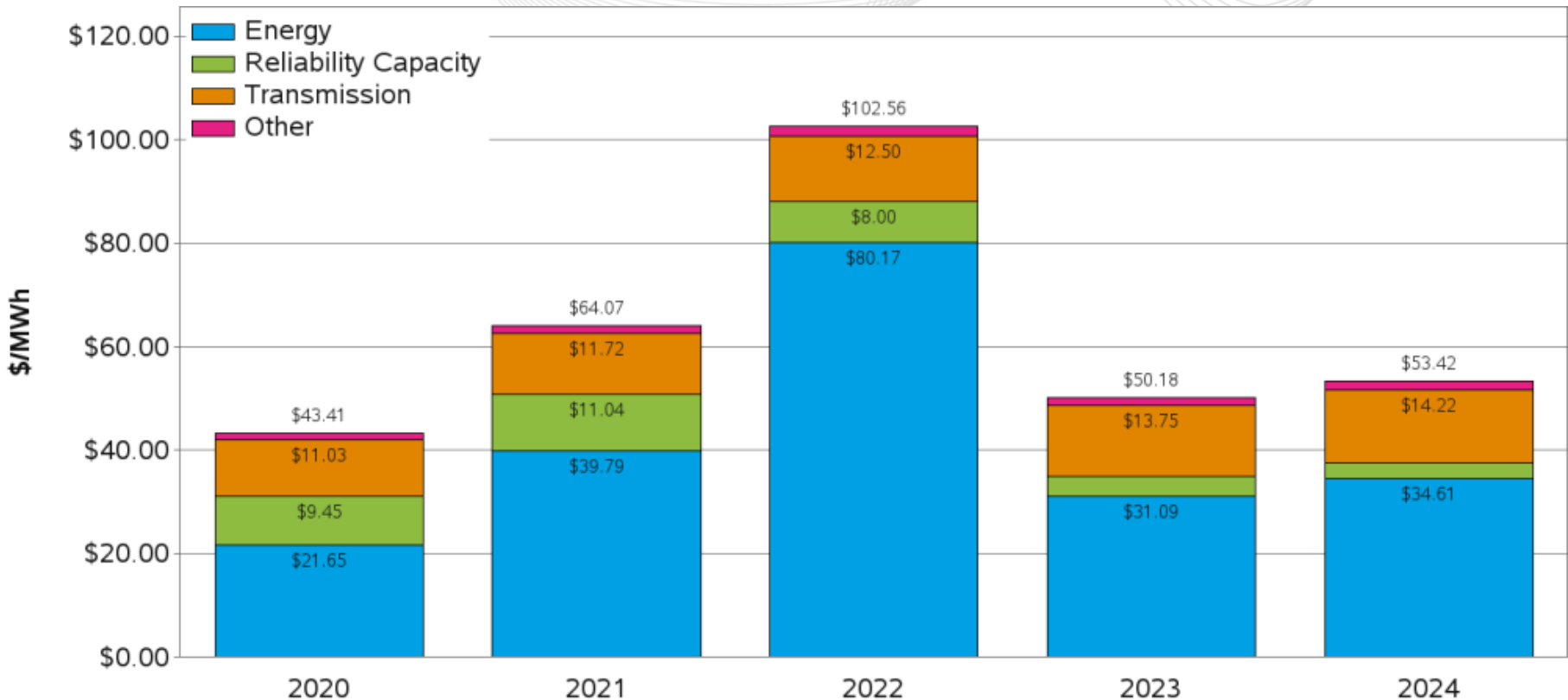
Markets Report

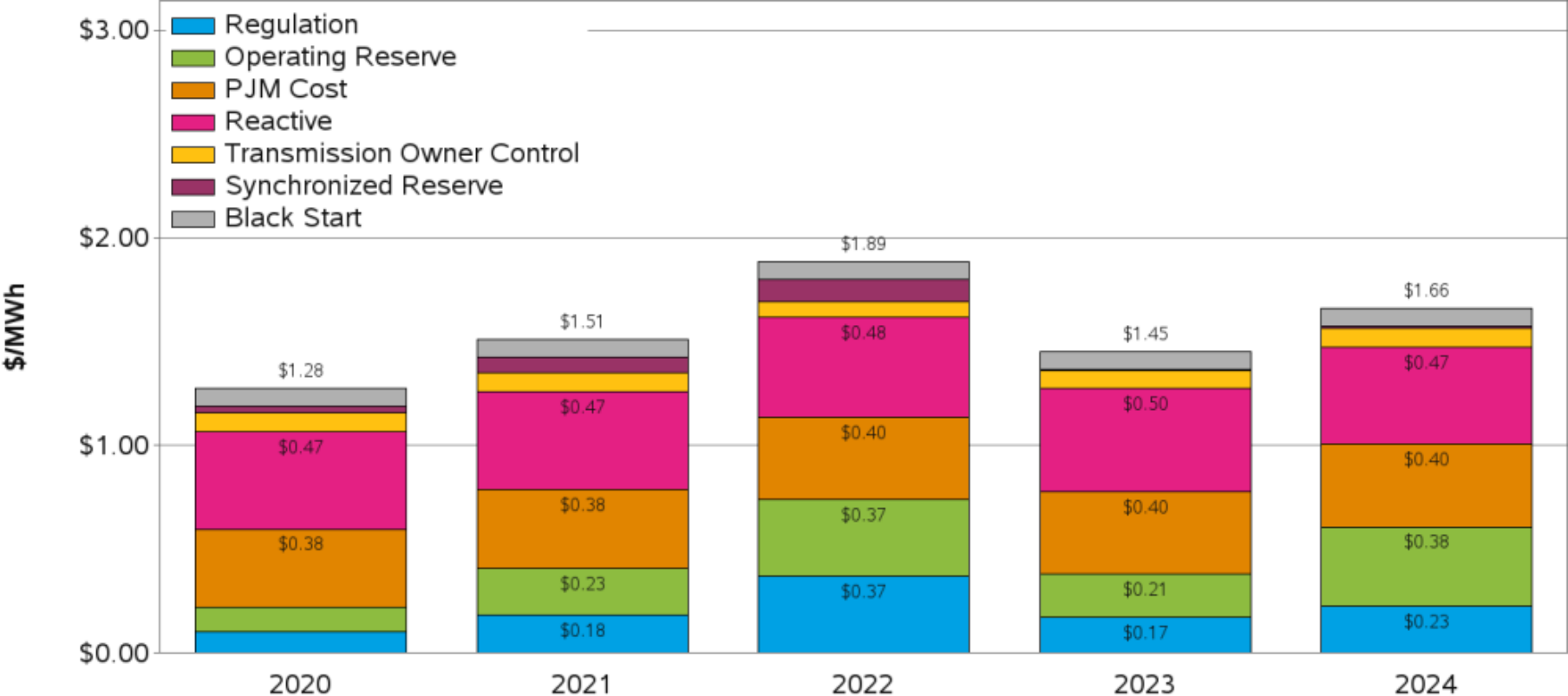
MC Webinar
Sep 23, 2024

- PJM Wholesale Cost in 2023 is \$53.35/MWh, up from full-year 2022 costs of \$50.18/MWh . ([Slides 5 & 6](#))
- Slides pertaining to weather conditions, in addition to slides showing average fuel prices, generation on-line fuel mixes, and System Marginal Prices have been combined into a **Market Conditions** section. ([Slides 7- 22](#))
- In August, temperatures were average for most of the month. The sum of Heating and Cooling Degree Days was in-line with its historic average. ([Slides 8-10](#))
- Energy use was also in-line with its historic average for August. ([Slides 8-10](#))
- In August, uplift exceeded \$800,000 on 6 days. ([Slides 26 & 27](#))

- Load-weighted average LMP for 2024 is \$34.61/MWh: ([Slides 35-37](#))
 - August 2024 was \$36.30/MWh, which is higher than August 2023 (\$31.30/MWh) but much lower than August 2022 (\$113.80/MWh).
- There were no 5-minute intervals that experienced shortage pricing in August. ([Slide 34](#), Report Appendix)
- FTR revenue adequacy for the month of August is 100% and the 2024-2025 Planning Year is currently funded at 100%. ([Slides 52-55](#))
- Congestion values have been similar to those seen in 2023 and lower than 2022. ([Slide 53](#))
- Regulation and Synchronized Reserve market costs have generally tracked with energy prices over time. ([Slides 69-71](#))

Markets Report

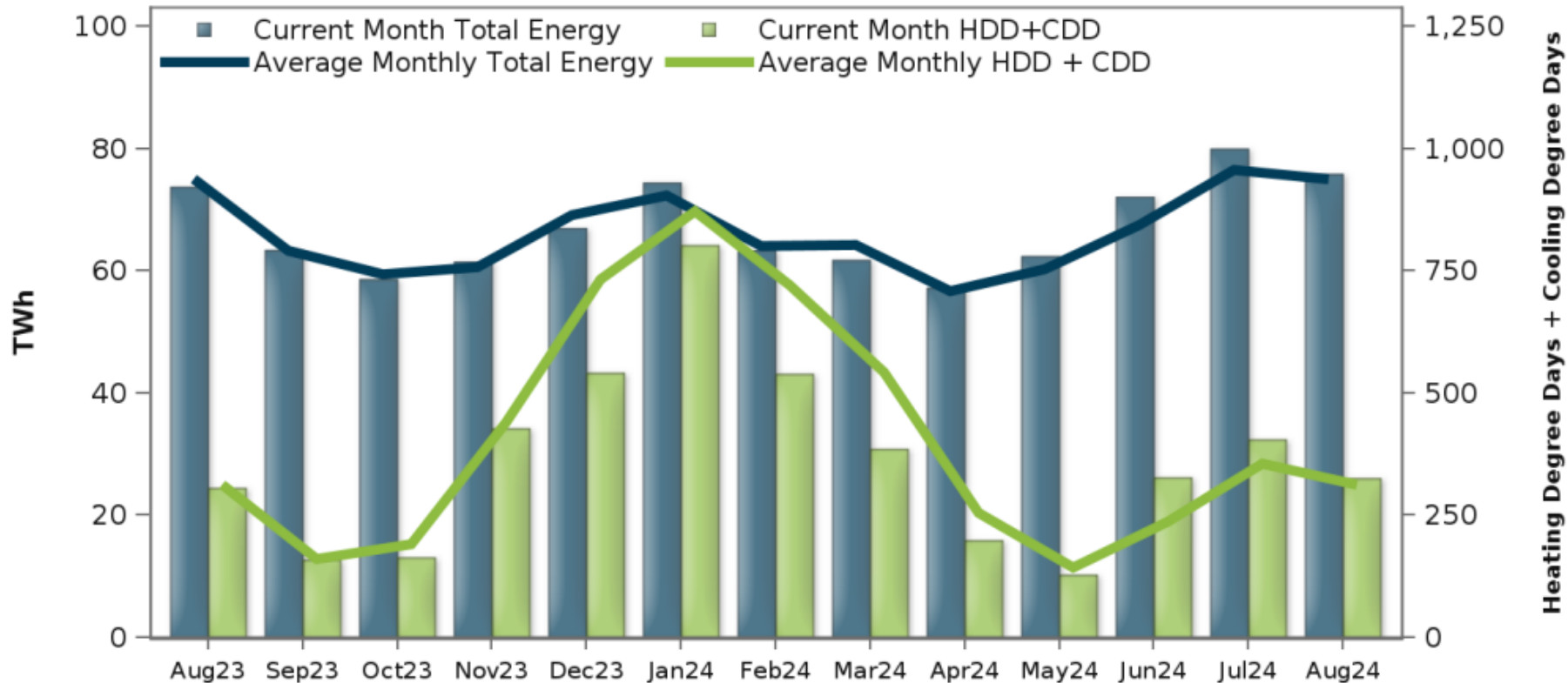




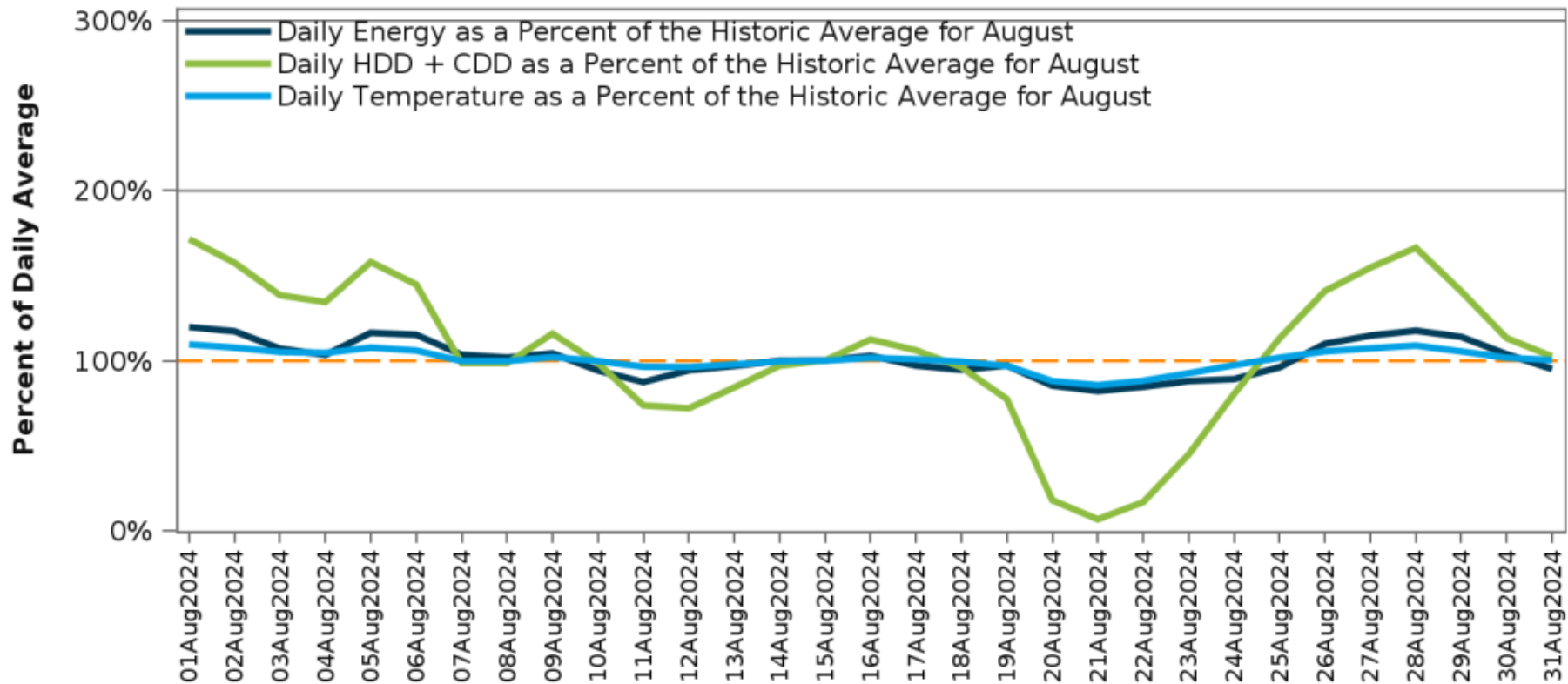
Market Conditions

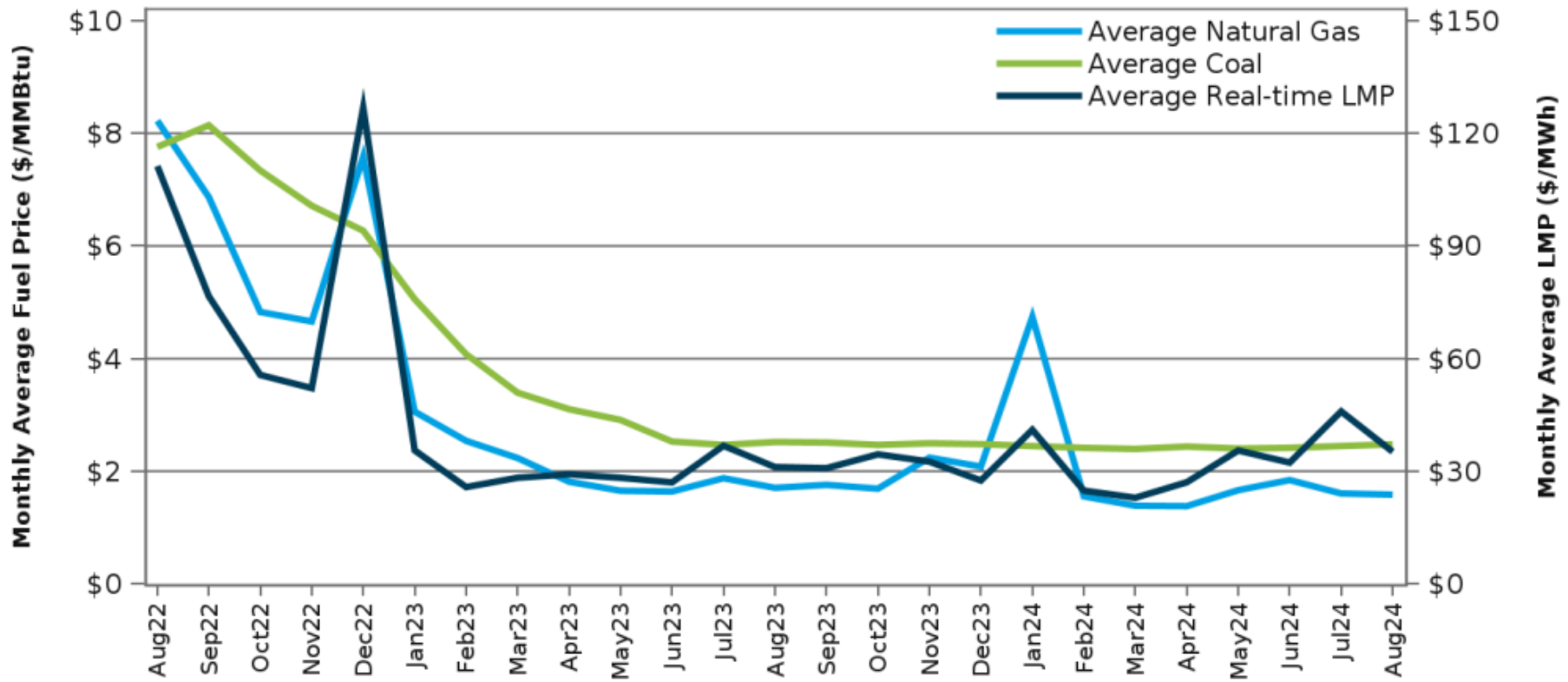
- The weather parameter shown in the following slide is a monthly sum of daily Heating Degree Days (HDD) and Cooling Degree Days (CDD).
- Degree days represent a deviation from a baseline temperature, in this case 60 degrees for HDD and 65 degrees for CDD. As temperatures get more extreme, colder or hotter, either HDDs or CDDs, respectively, will increase.
- Typically, winter months will only record HDDs, while summer months will only record CDDs. Shoulder months may have both HDDs and CDDs.
- Degree Days are calculated using a daily load weighting that weights values from stations in each TO zone according to the zonal contribution to the RTO peak on that day.
- Average values use data from 1998 to the most recent complete year, in this case, 2023. Averages include load data for all of TO zones in the current RTO footprint.

Historic Average Weather and Energy versus Current Month

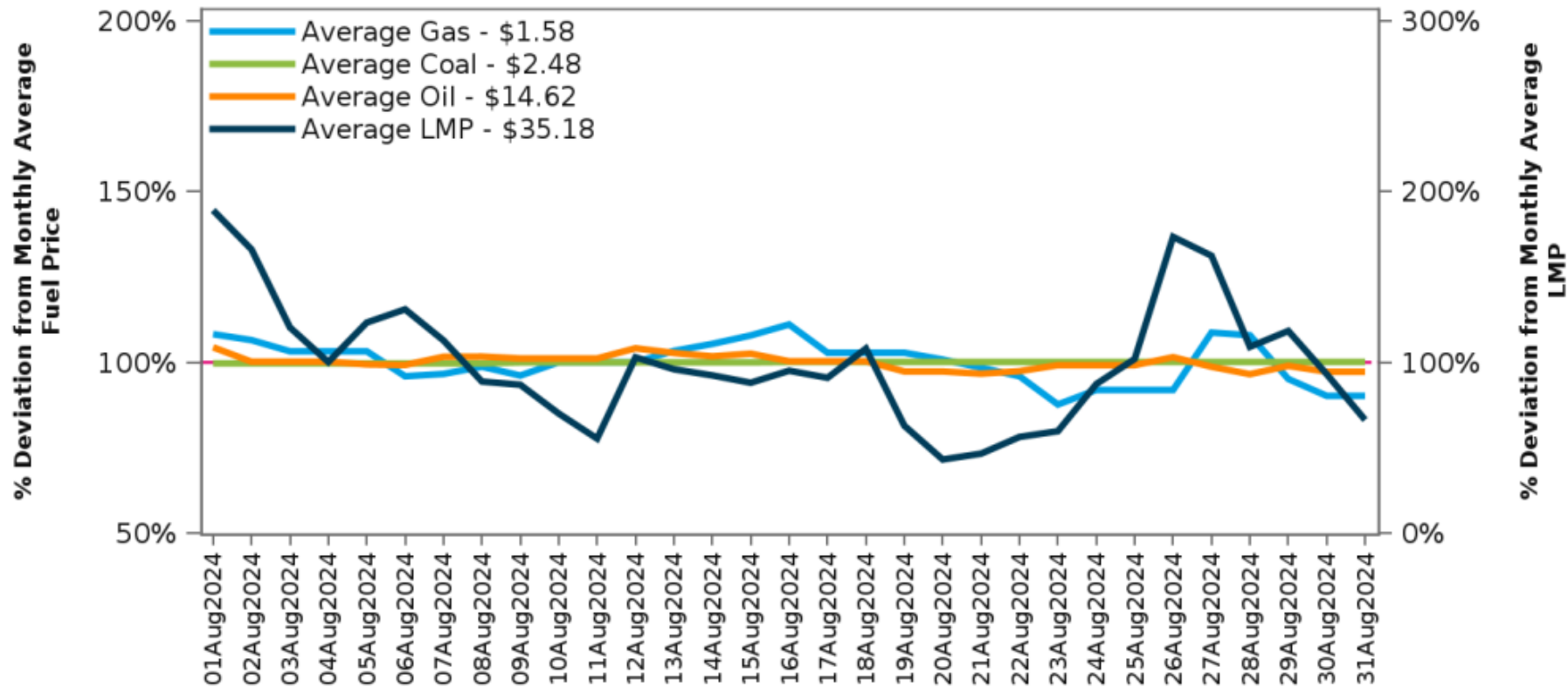


Historic Average Weather and Energy versus Current Month - Daily





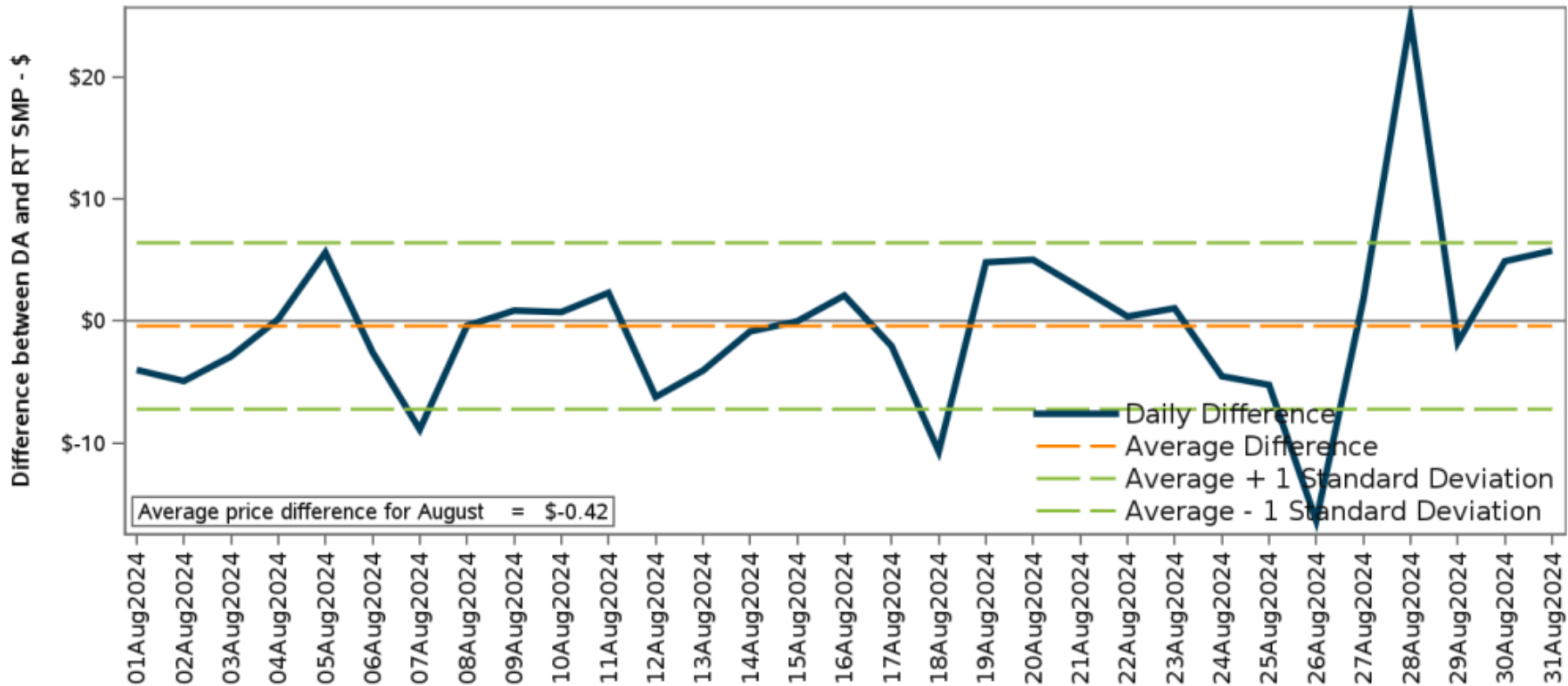
Fuel Price Source: S&P Global Platts



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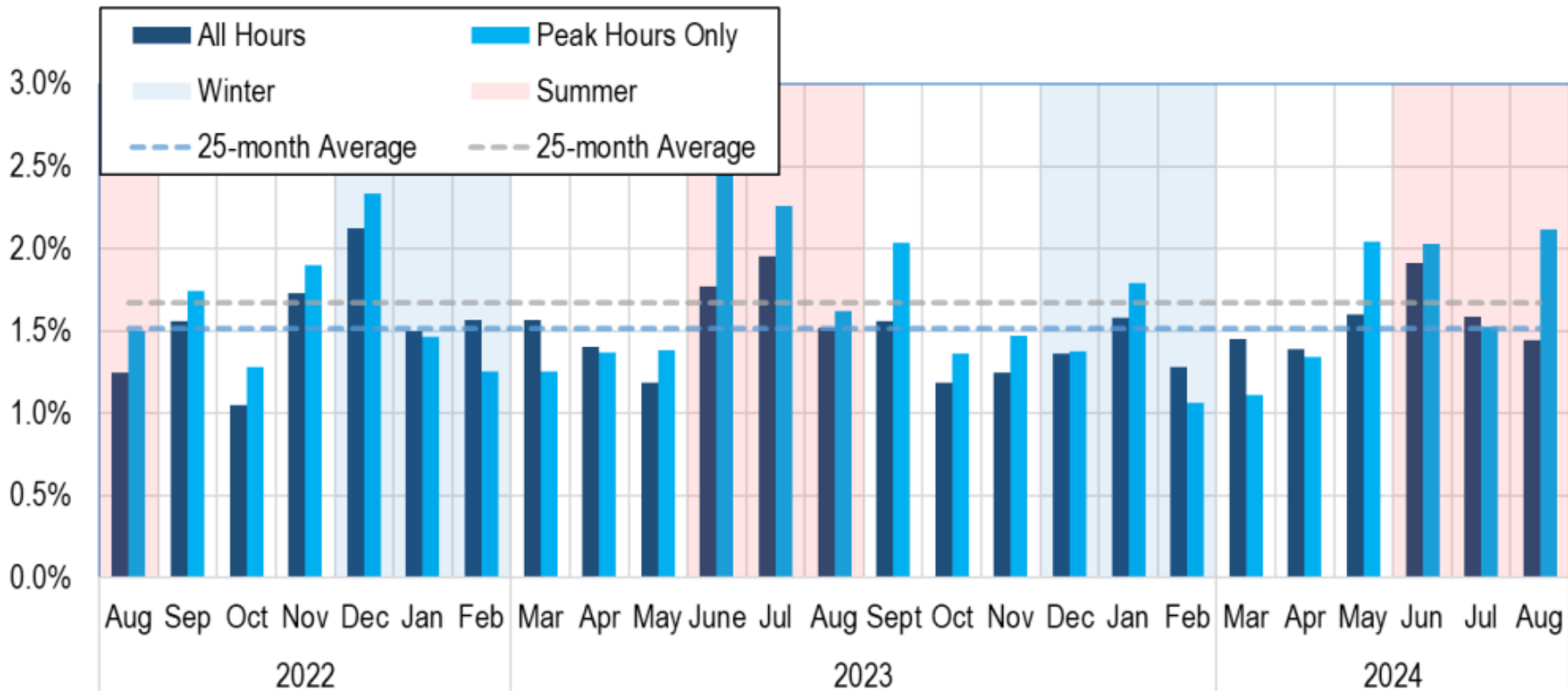


Daily Difference Between Day-Ahead and Real-Time System Marginal Prices

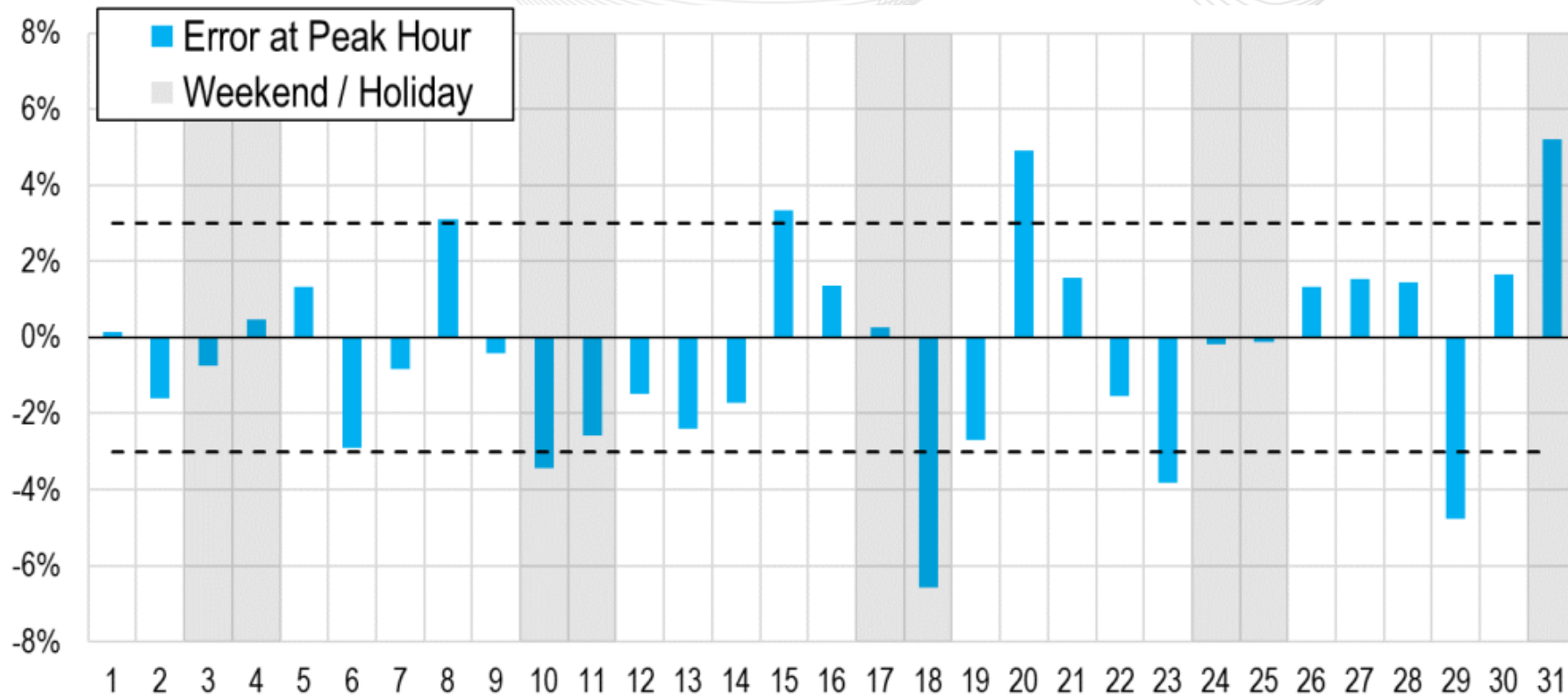


Positive values represent days when the DA daily average price was higher than RT. Negative values represent days when the DA price was lower.

Load Forecast Error - Monthly Absolute Error, 10:00 Forecast



Load Forecast Error - August Daily Peaks, 10:00 Forecast



- PJM prepares a day-ahead load forecast at 10:00 am for use by our members.
- This forecast is not used to clear the day-ahead market and is not utilized for the reliability tools that run subsequent to the day-ahead market.

8/8 (Thursday) – Temperatures in the west came in a couple of degrees cooler, leading to lower loads and over-forecasting. Rain from Hurricane Debby impacted the southern footprint, leading to reduced loads.

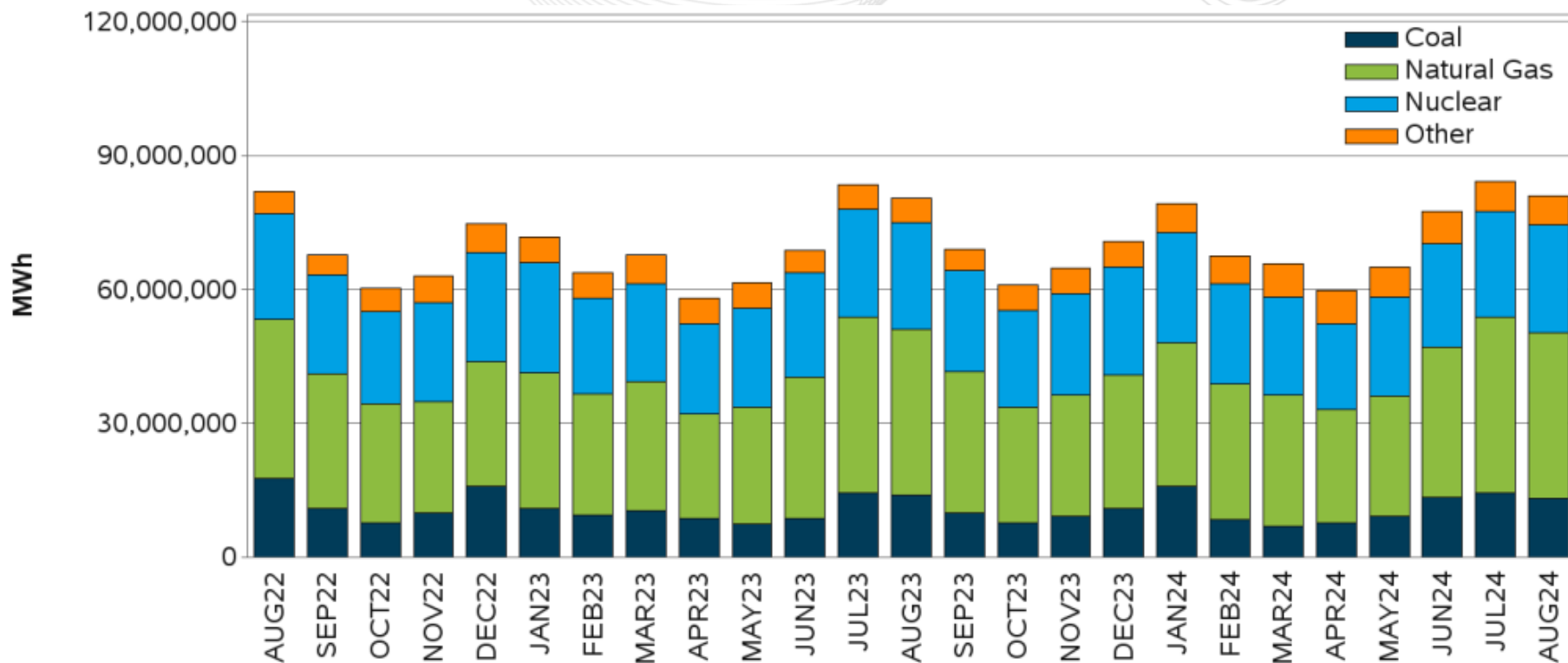
8/10 (Saturday) – Temperatures came in 2-3°F warmer than forecast in the east, leading to higher loads and under-forecasting

8/15 (Thursday) – Scattered showers in the west impacted the load, leading to over-forecasting

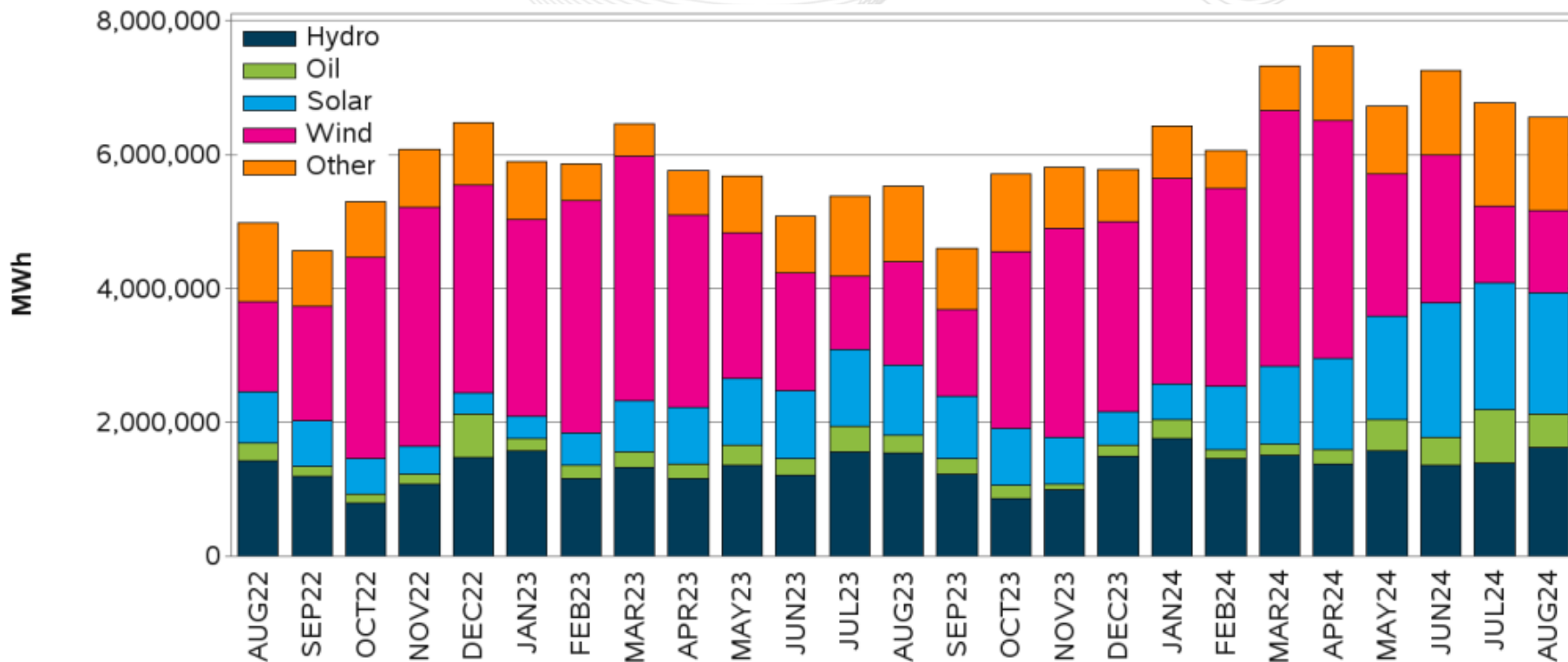
8/23 (Friday) – Peak was originally under-forecast, but models did adjust in subsequent runs; temperatures had slowly climbed in the last several days, leading to a larger demand for load compared to just one sudden day of heat. This led to under-forecasting at peak.

8/29 (Thursday) – temperatures came in higher than forecast in several regions across the footprint, leading to under-forecast of loads.

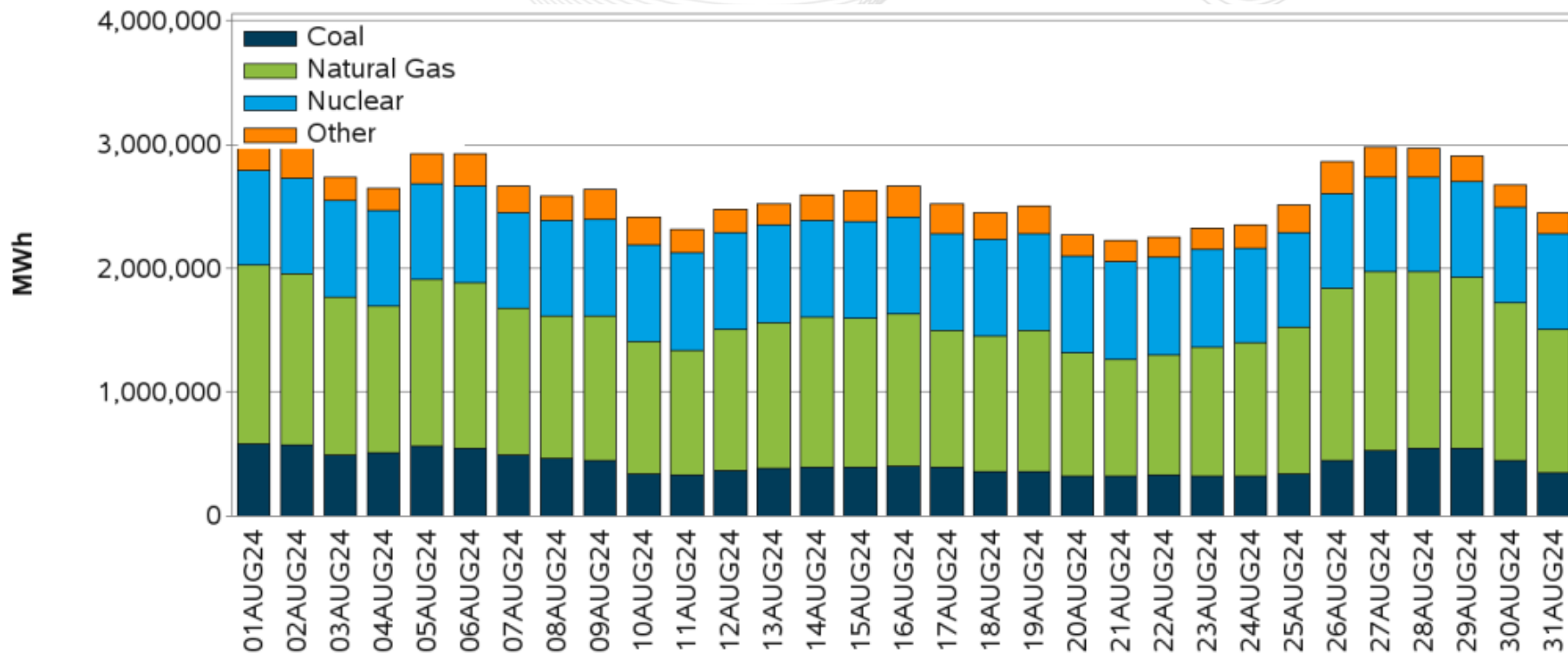
8/31 (Saturday) – temperatures in the east came 3-5°F lower than forecast. Temperatures were also coming off of hotter temperatures in days leading up to cooler temperatures. This led to over-forecasting of loads.



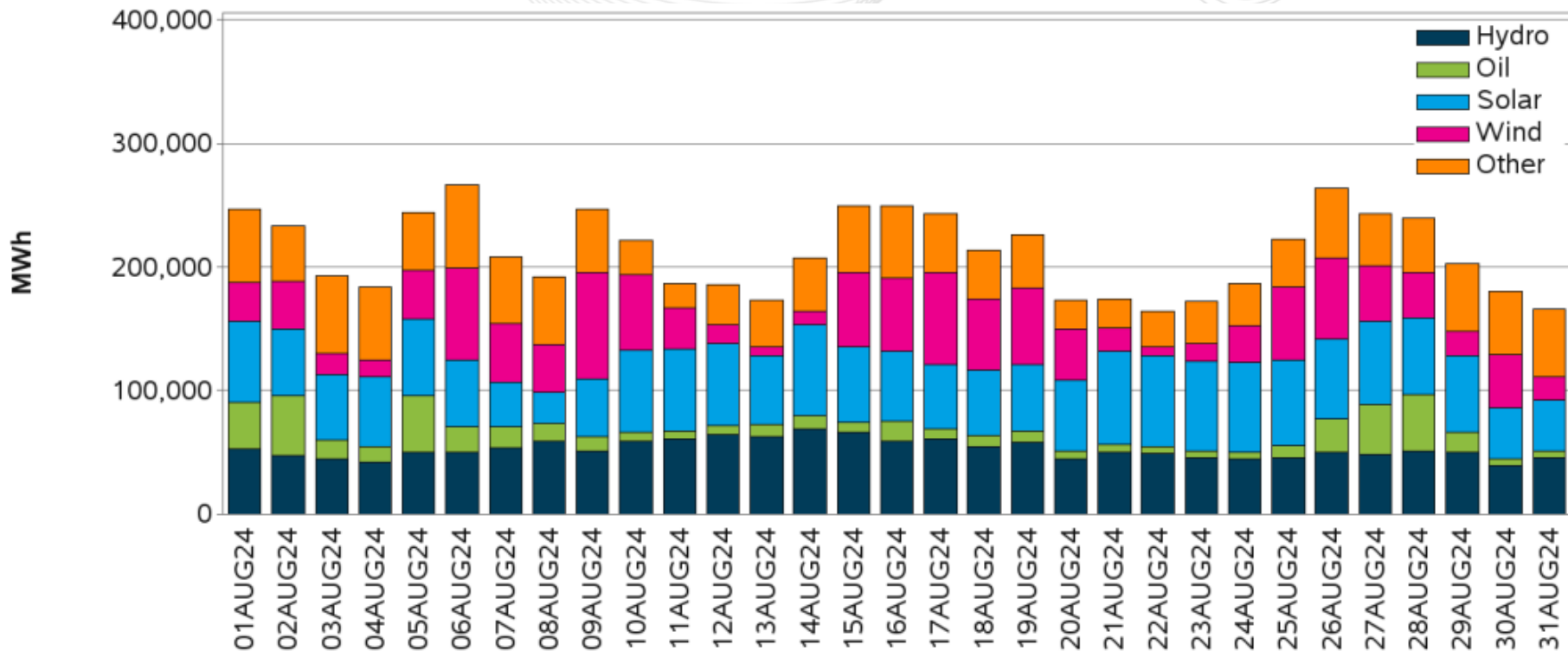
Other includes Hydro, Oil, Solar, Wind, and Other



'Other' includes Flywheels, Multiple Fuels, Storage, and Other Renewables

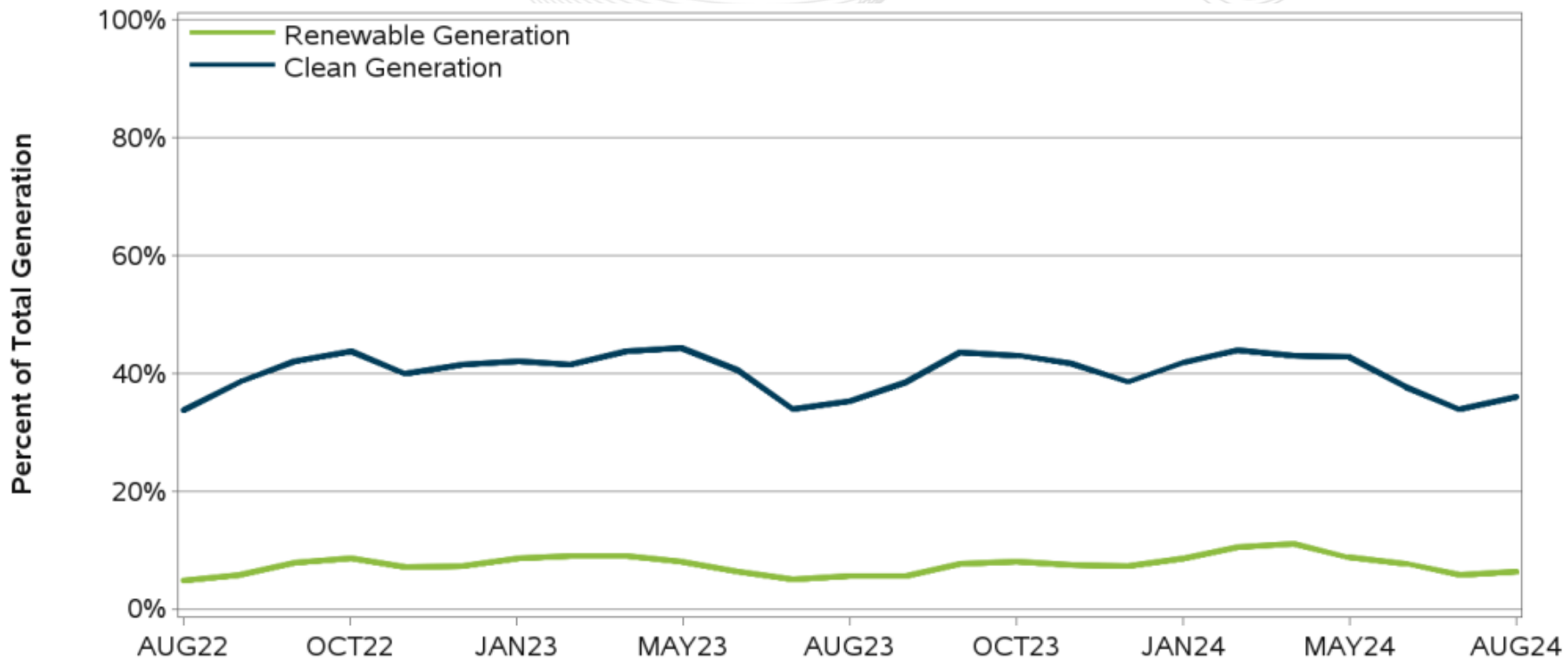


Other includes Hydro, Oil, Solar, Wind, and Other



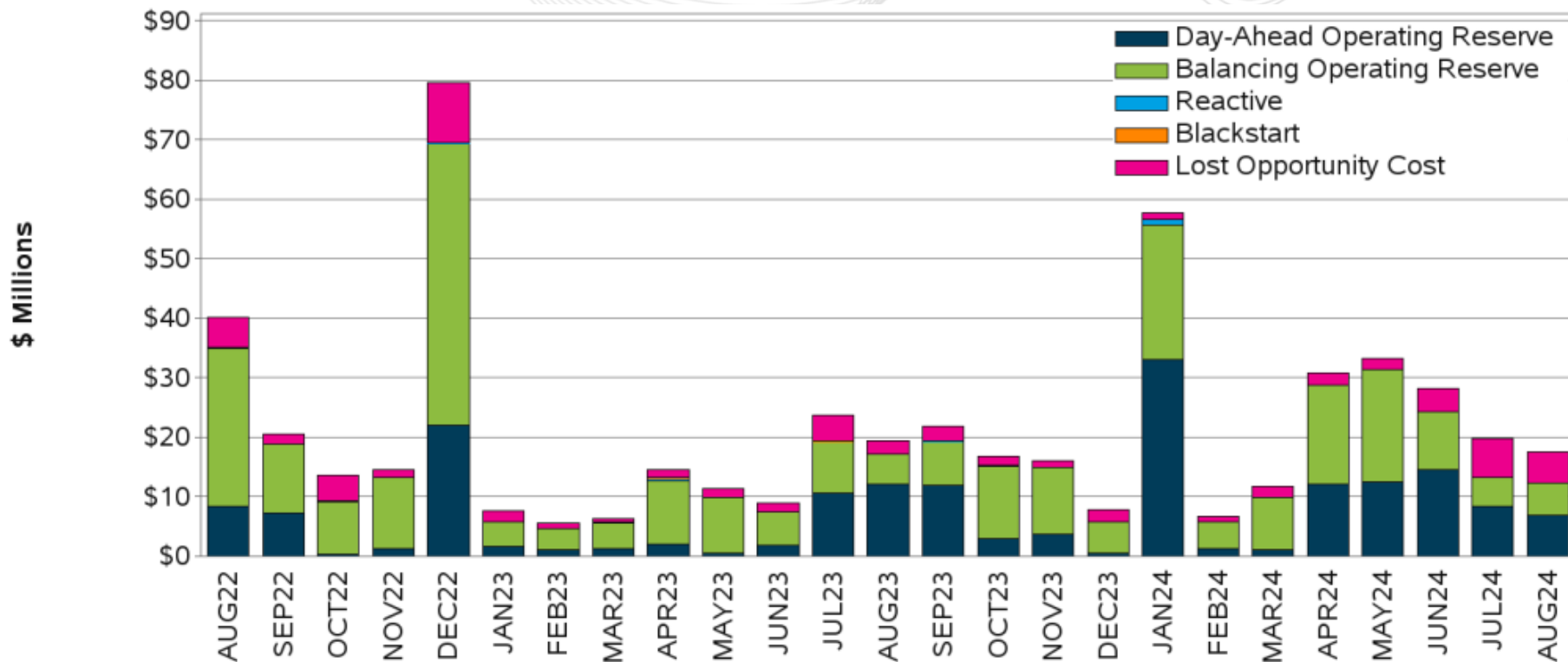
'Other' includes Flywheels, Multiple Fuels, Storage, and Other Renewables

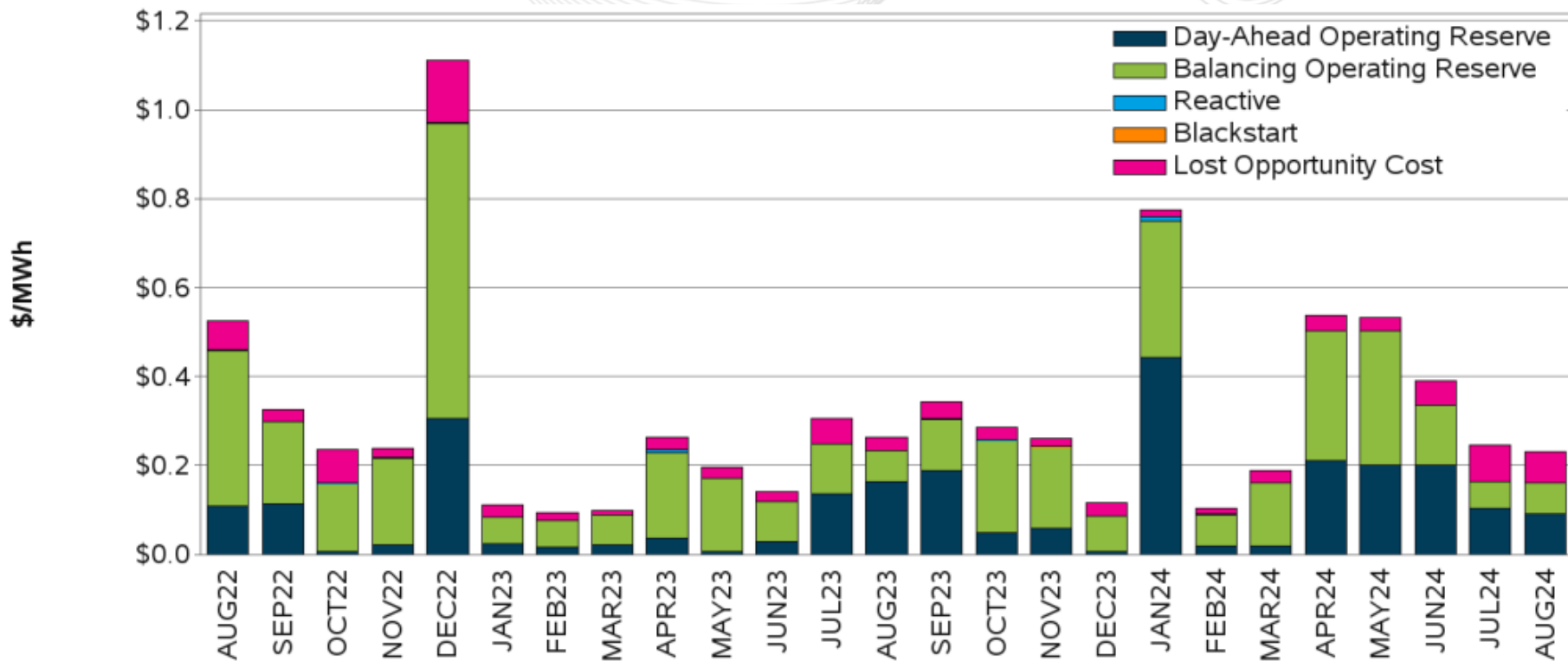
Percent of Renewable and Clean Generation

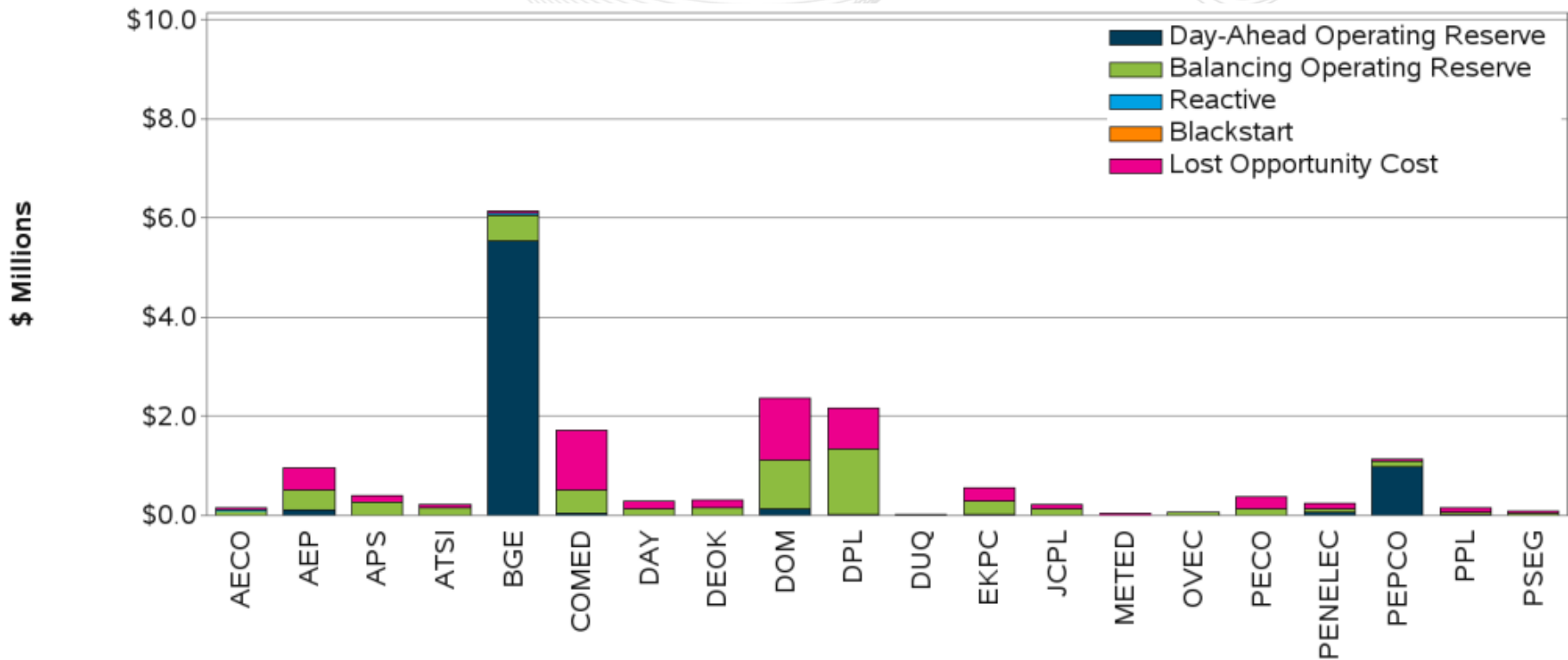


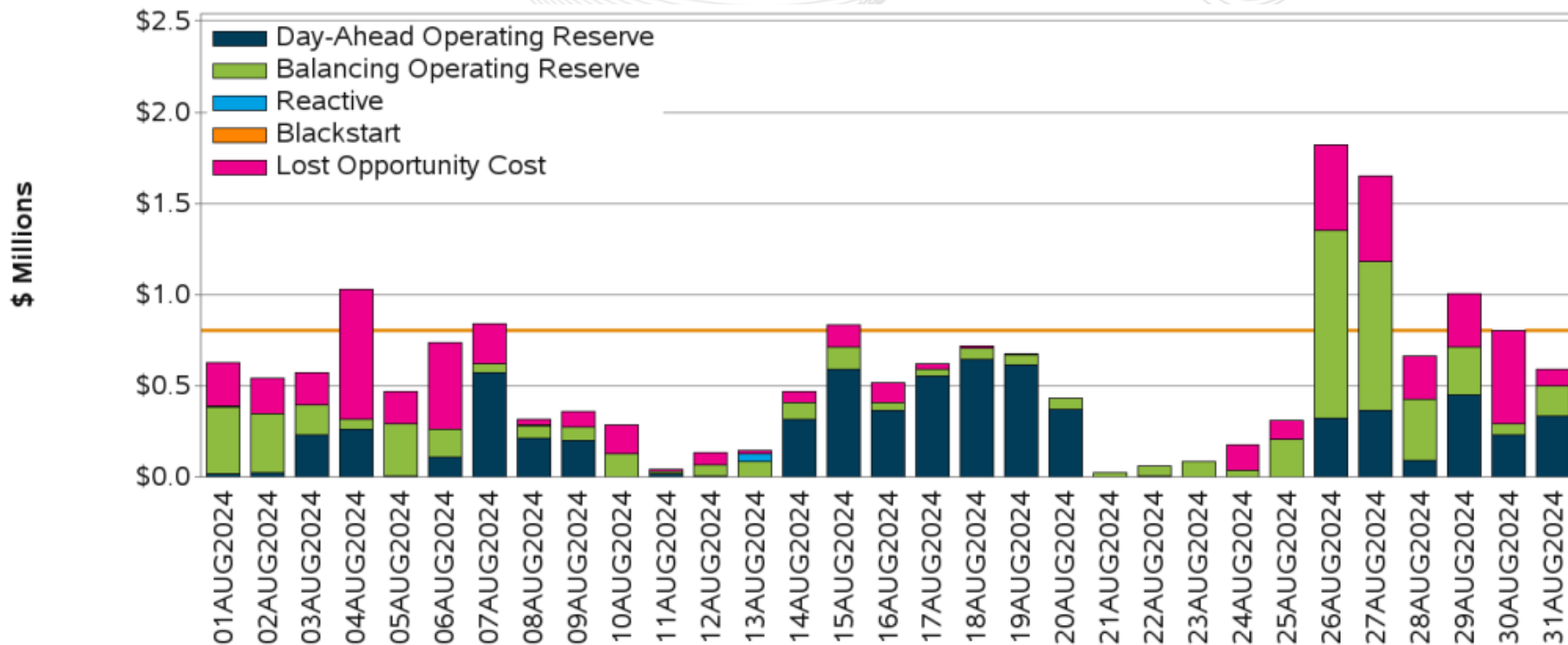
'Renewable' includes Wind, Solar, Hydro, and Other Renewables. 'Clean' includes Renewable and Nuclear.

Operating Reserve (Uplift)

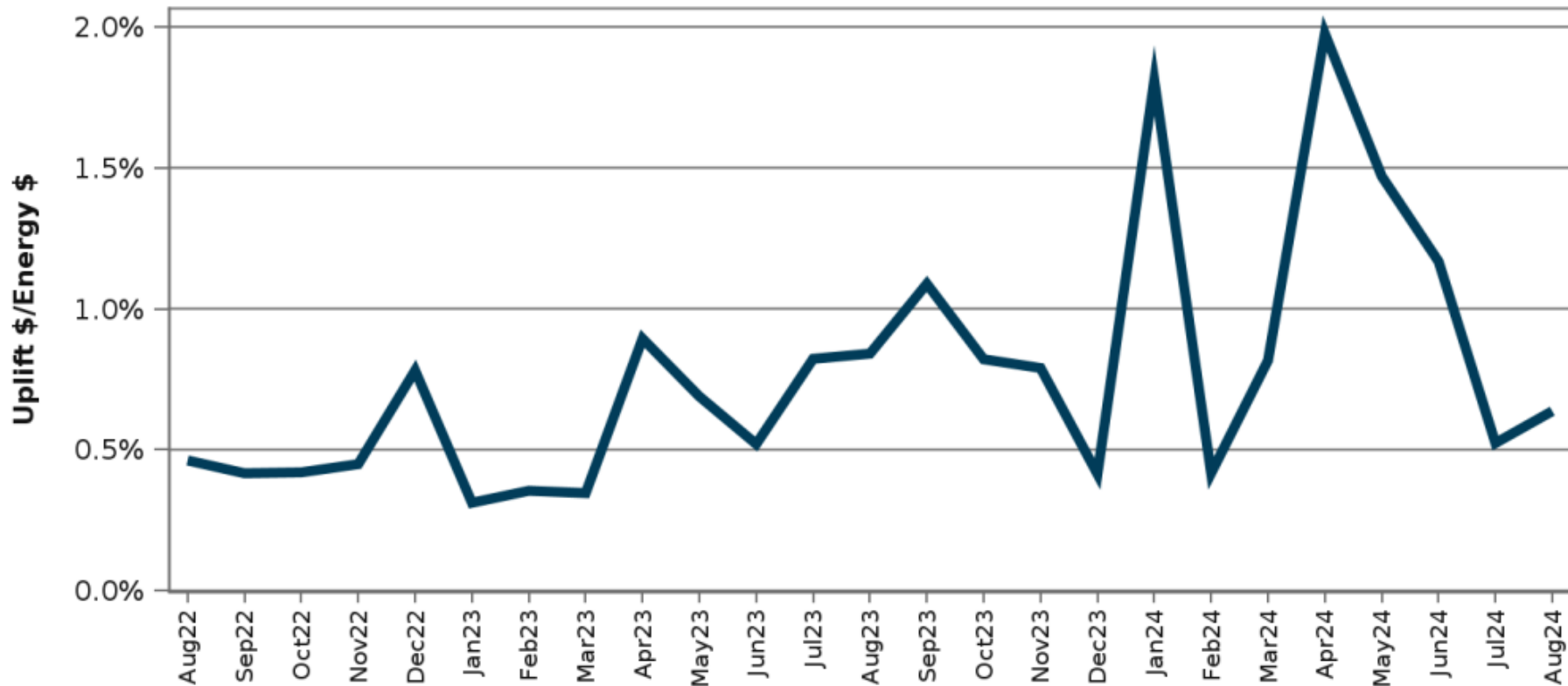




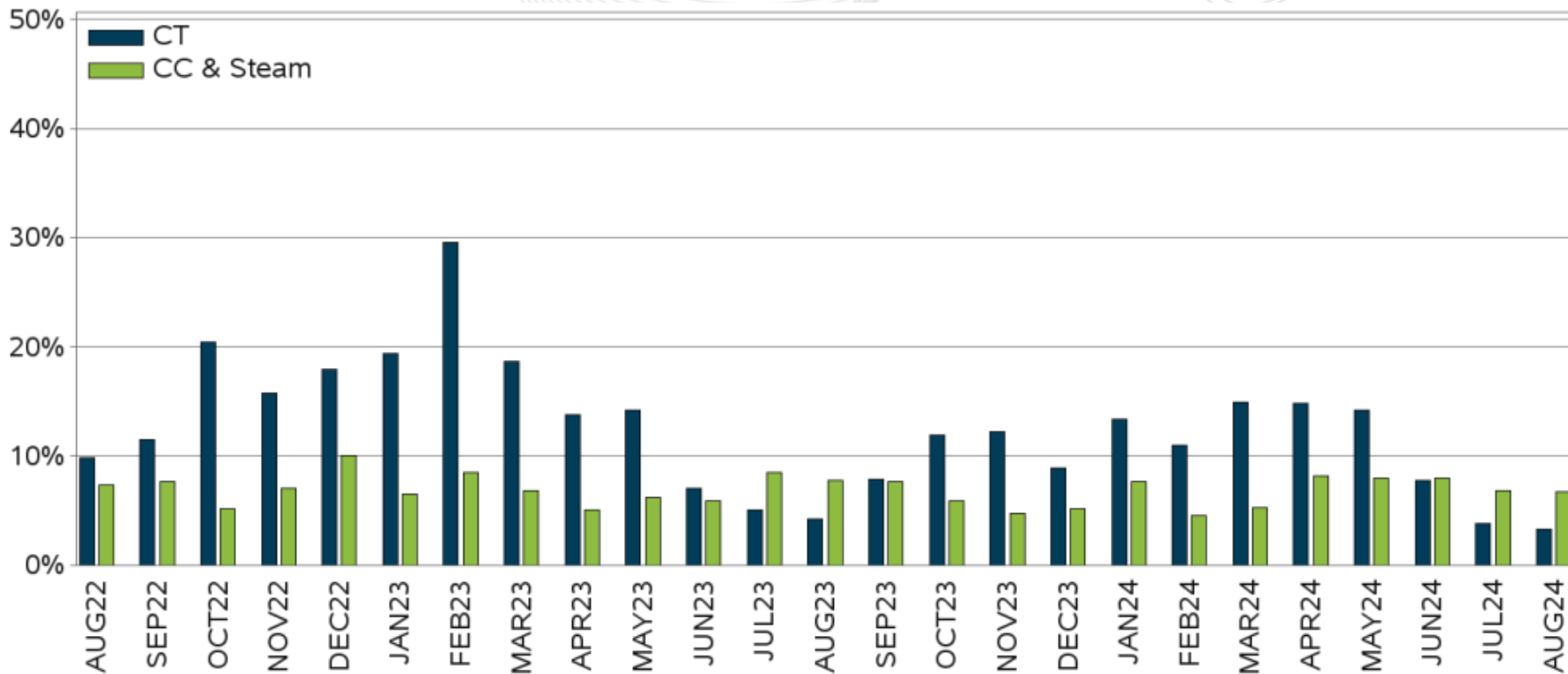




- In August, uplift exceeded \$800,000 on six days -
- Contributing factors to uplift were:
 - Steam needed to support north to south flows
 - Steam called on for high load days
 - CTs called on for localized congestion
- More information on Uplift can be found on the PJM website at [Drivers of Uplift](#)

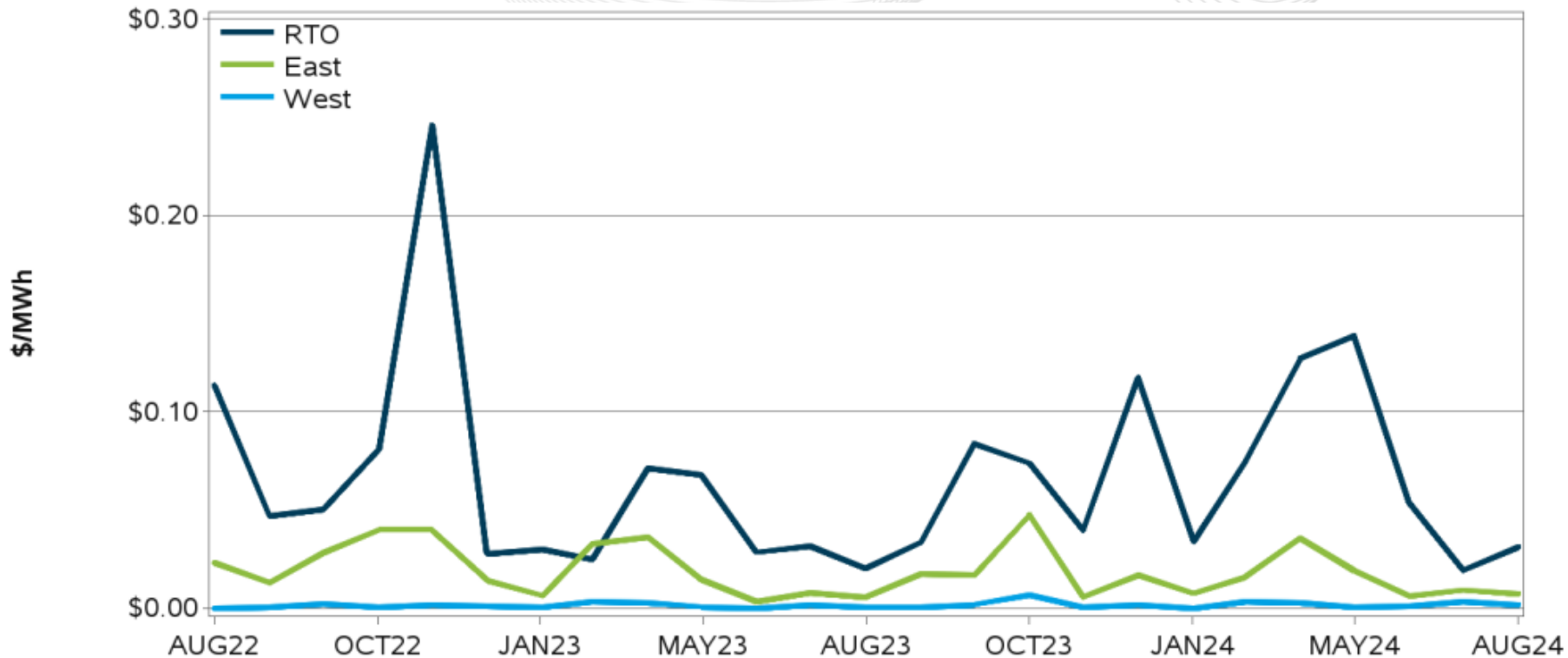


Percent of Total CT, CC and Steam Hours with LMP < Offer

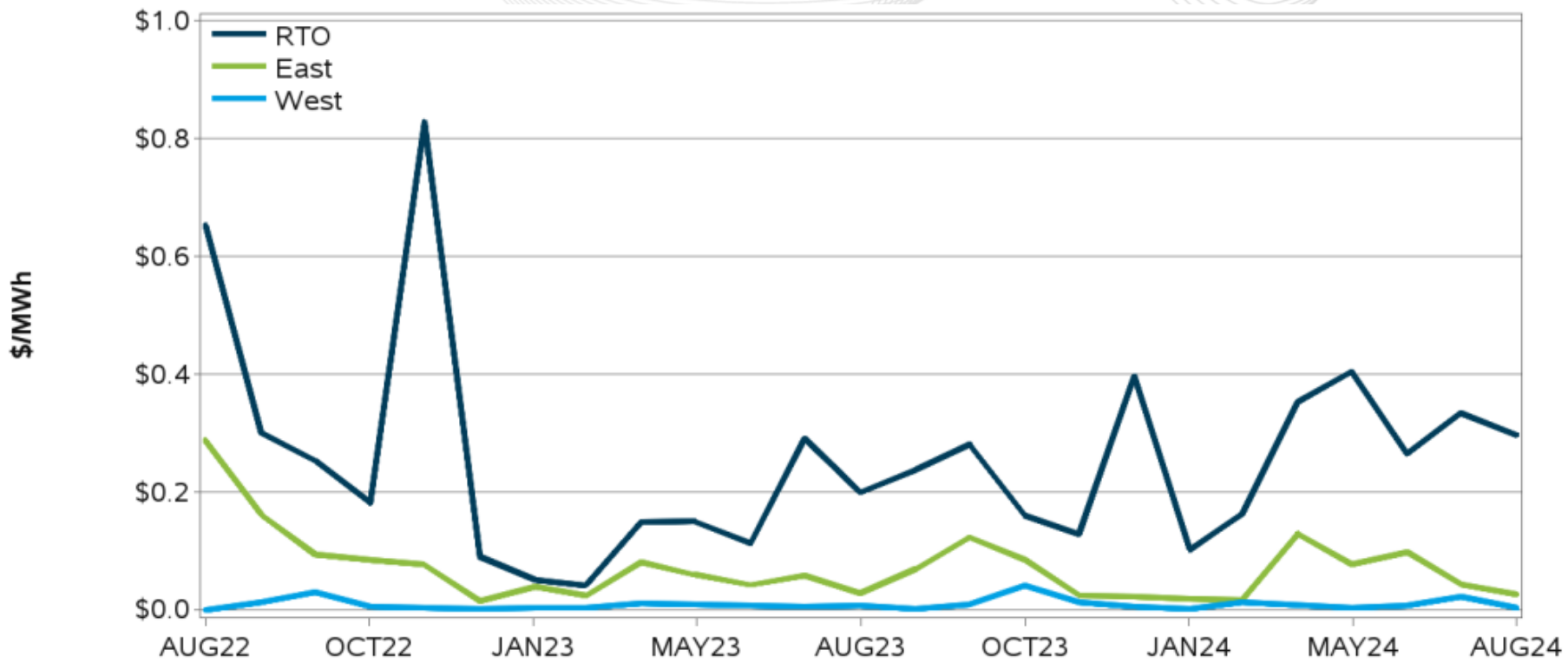


- Beginning in December 2008, the daily Balancing Operating Reserves (BOR) rate was replaced with six different BOR rates: RTO BOR for Reliability Rate, RTO BOR for Deviations Rate, East BOR for Reliability Rate, East BOR for Deviations Rate, West BOR for Reliability Rate, West BOR for Deviations Rate.
- Reliability rates are charged to all real-time load and exports, whereas deviation rates, as before, are charged only to real-time deviations. RTO rates are charged to the whole footprint, whereas East and West rate adders are charged based on location.

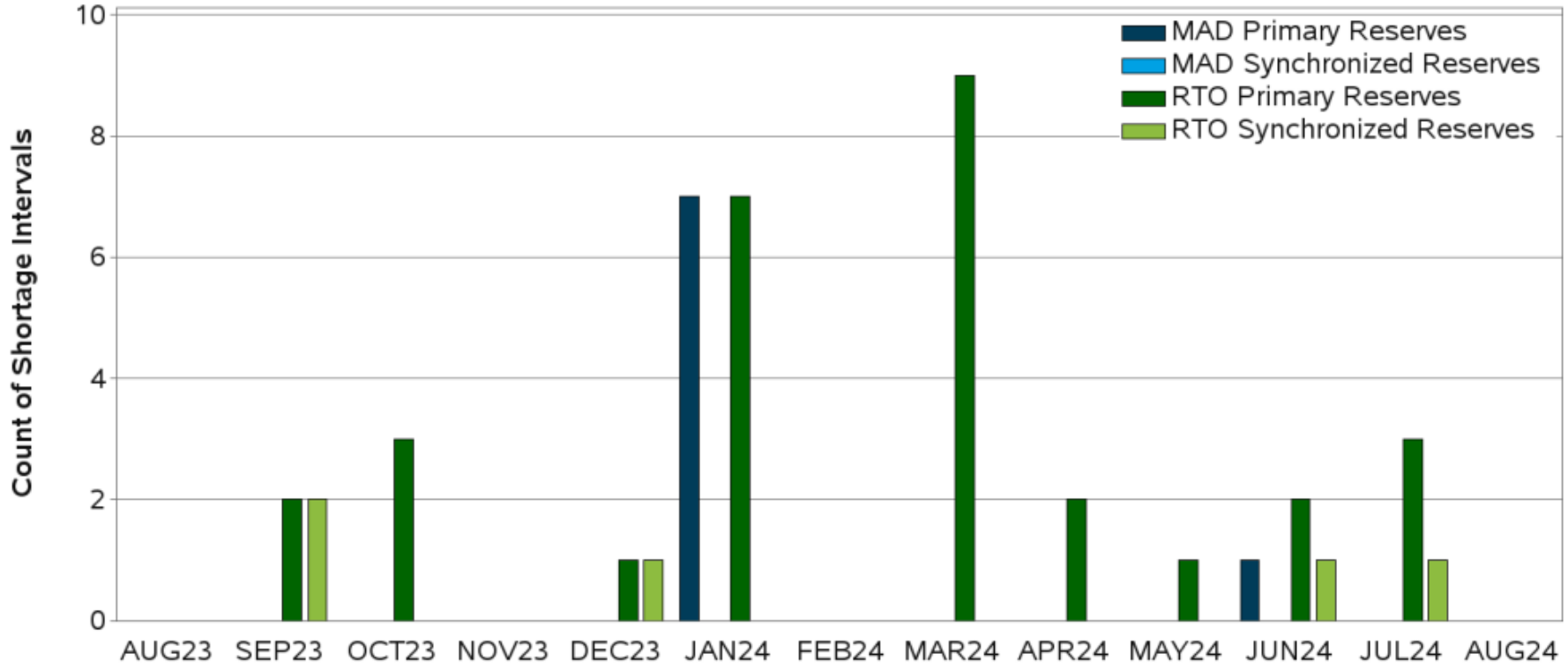
Reliability Balancing Operating Reserve Rates



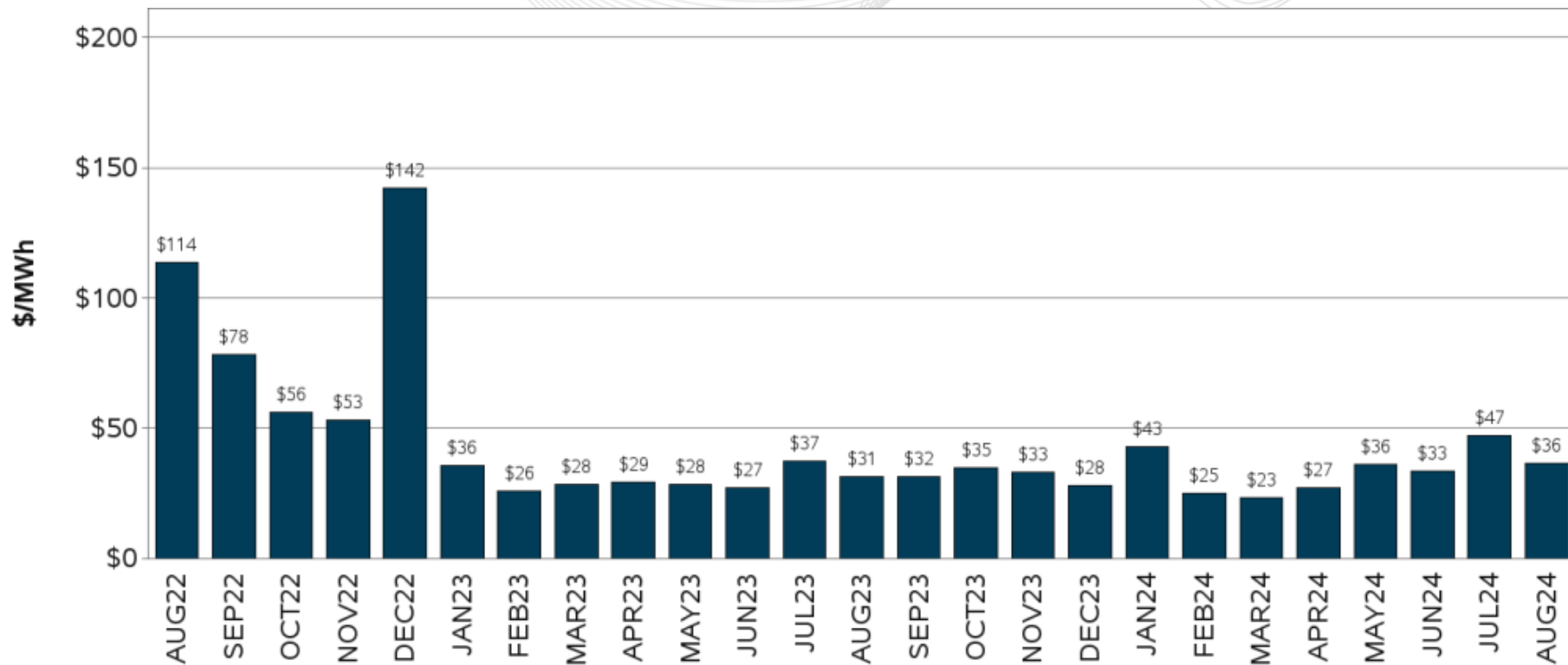
Deviations Balancing Operating Reserve Rates



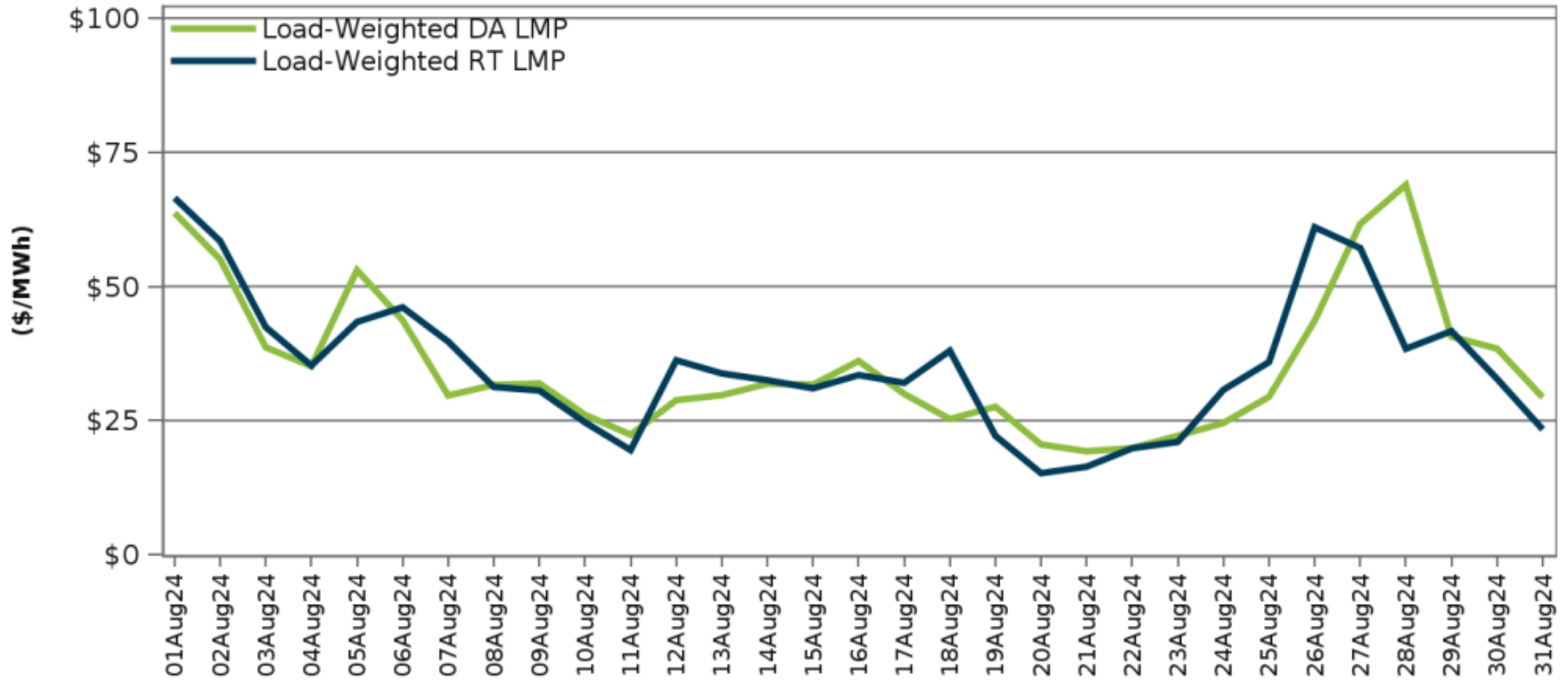
Energy Market LMP Summary



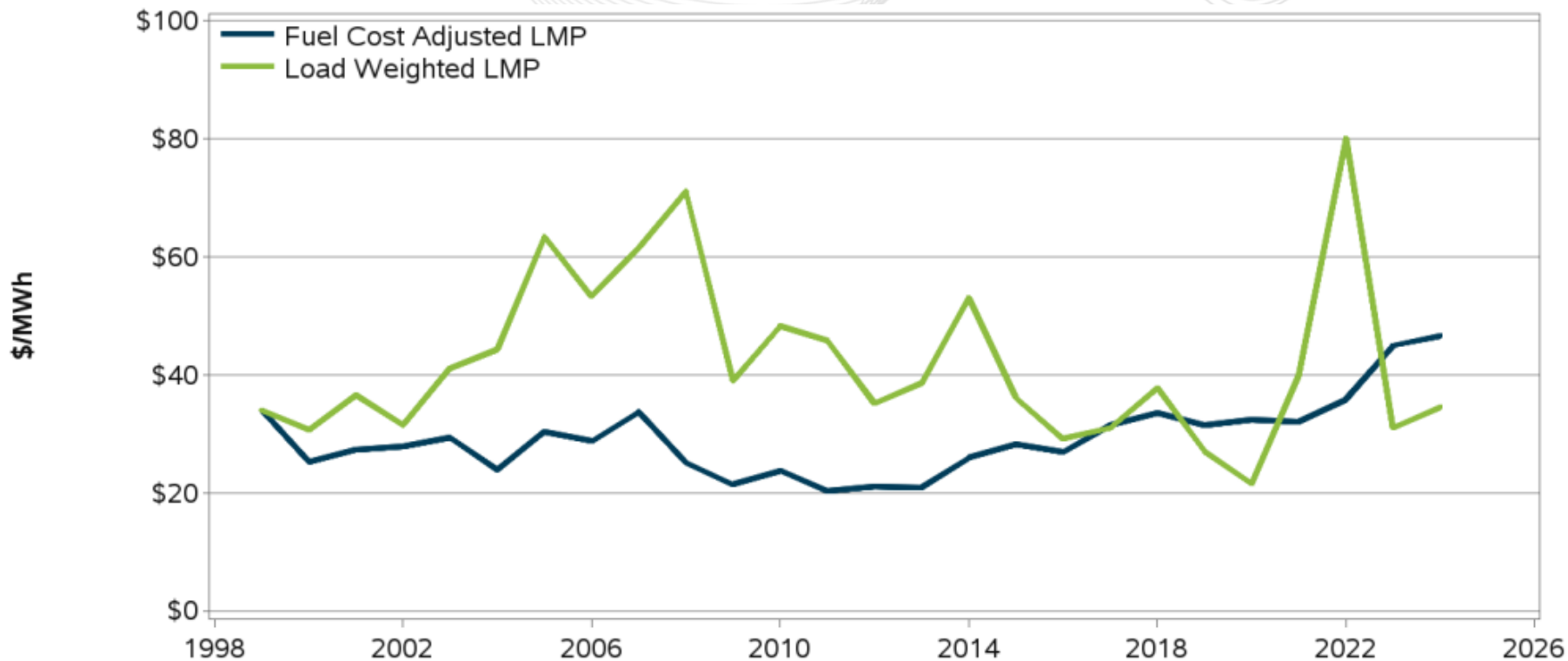
[Information on constraints and shadow prices can be found here](#)

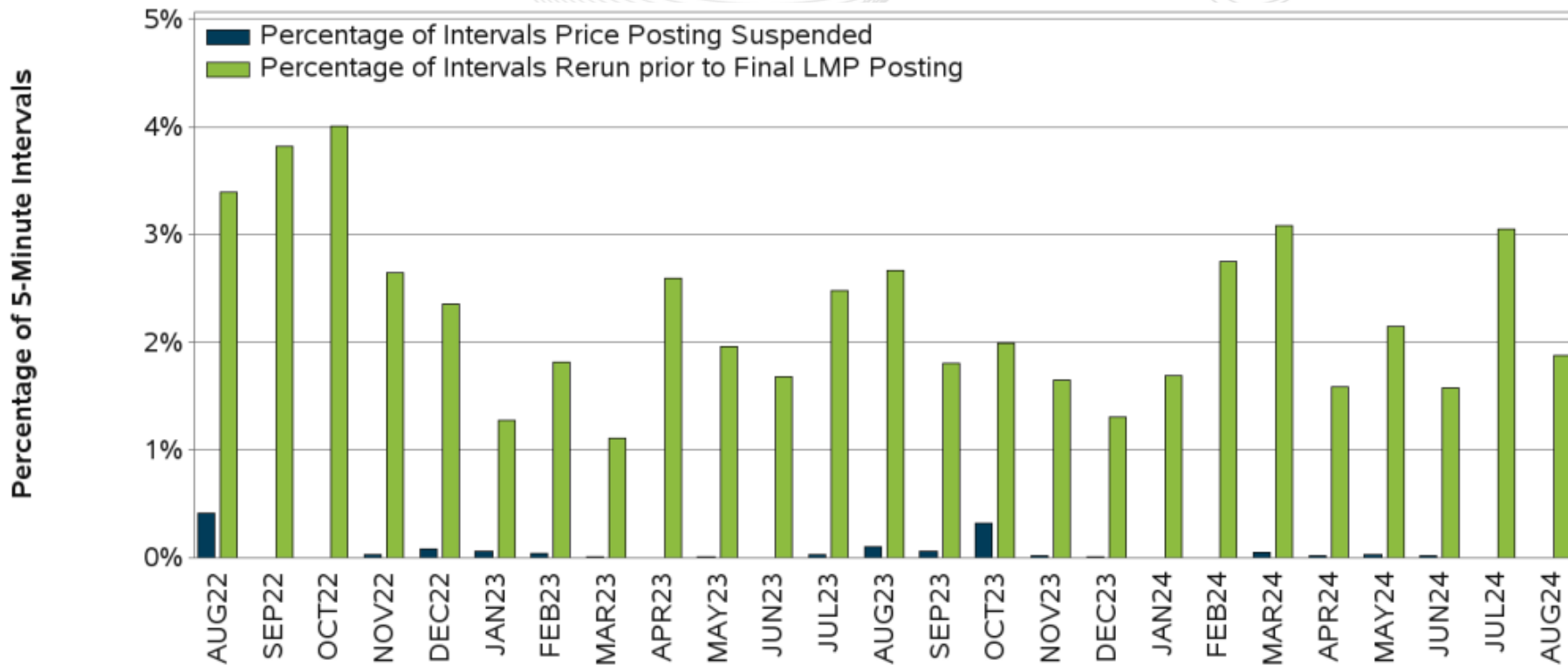


Daily Load-Weighted Average DA & RT LMP



Fuel Cost Adjusted LMP (Referenced to 1999 Fuel Prices)



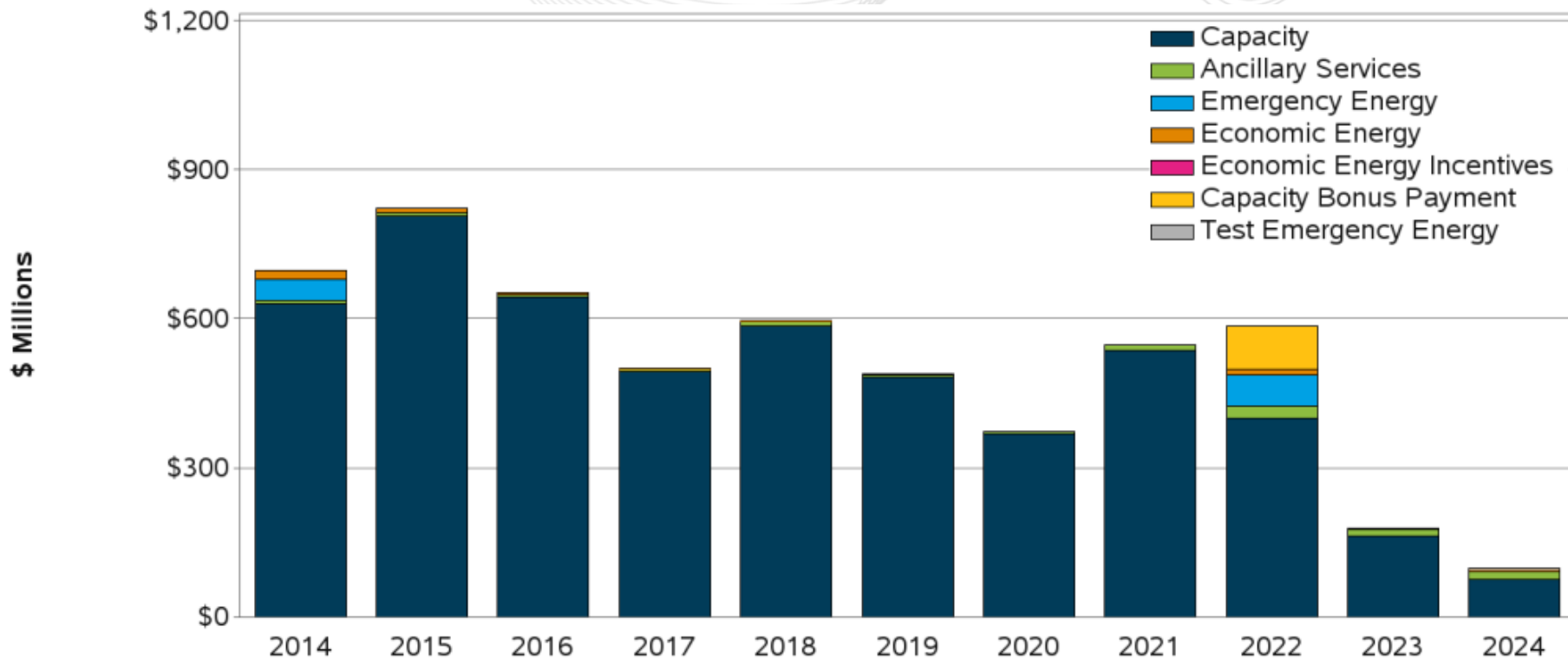


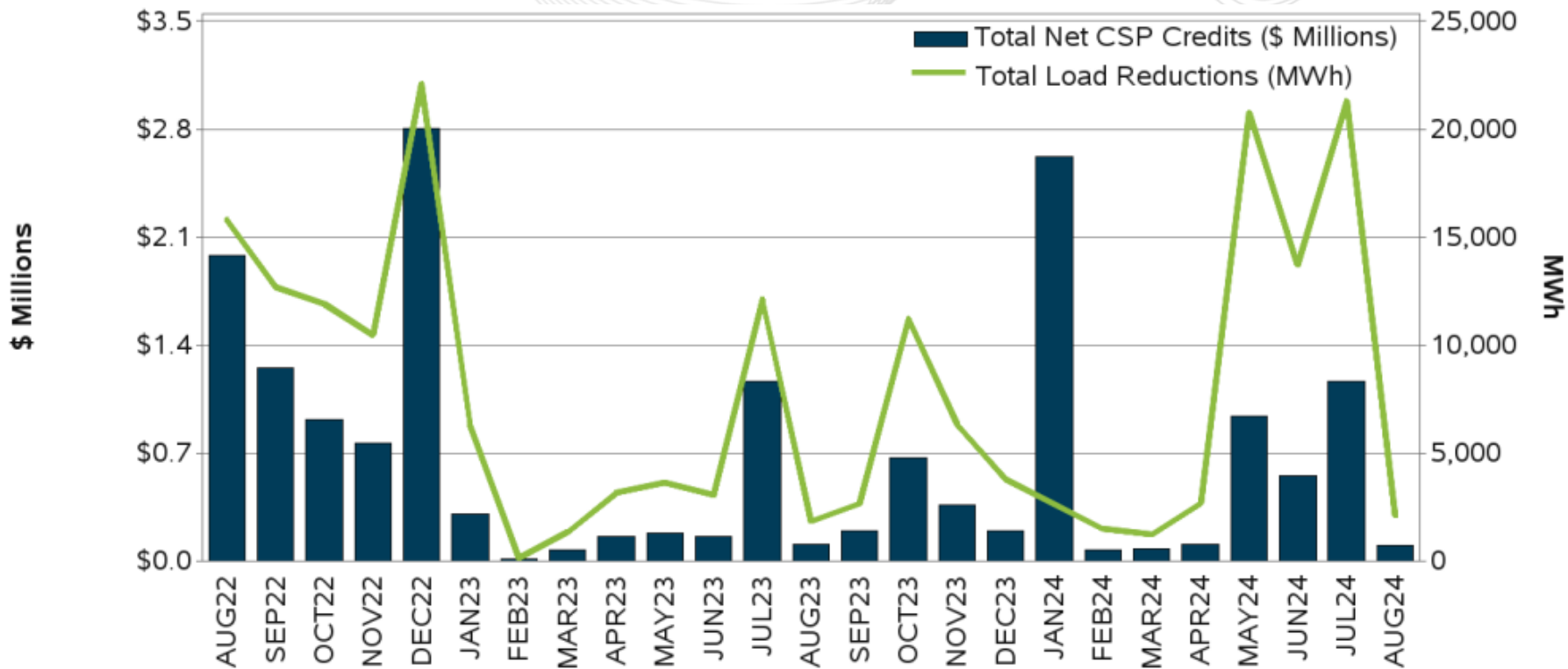
Spikes seen in March and April 2021 are incorrect and due to a software bug which has since been fixed.

Energy Market

Demand Response Summary

Demand Side Response Estimated Revenue

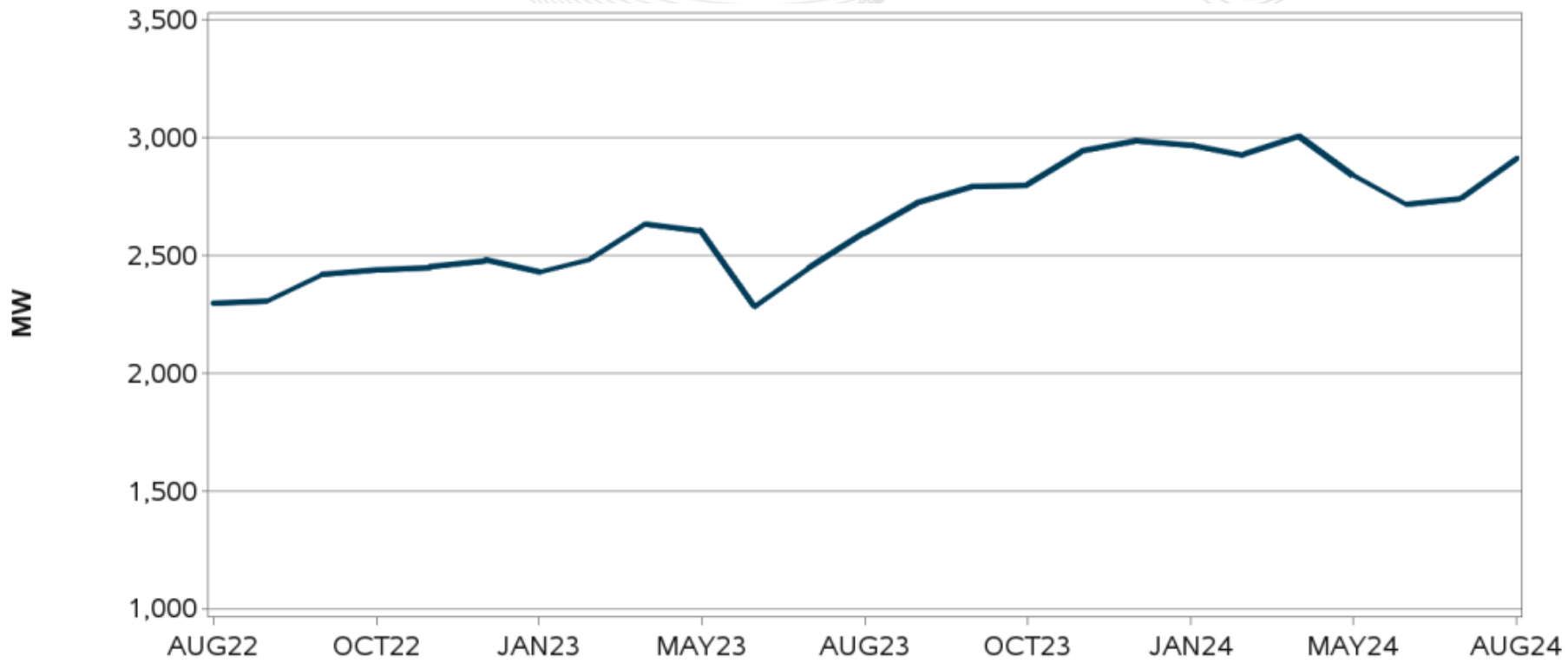




*Data for the last few months are subject to significant change due to the settlement window.



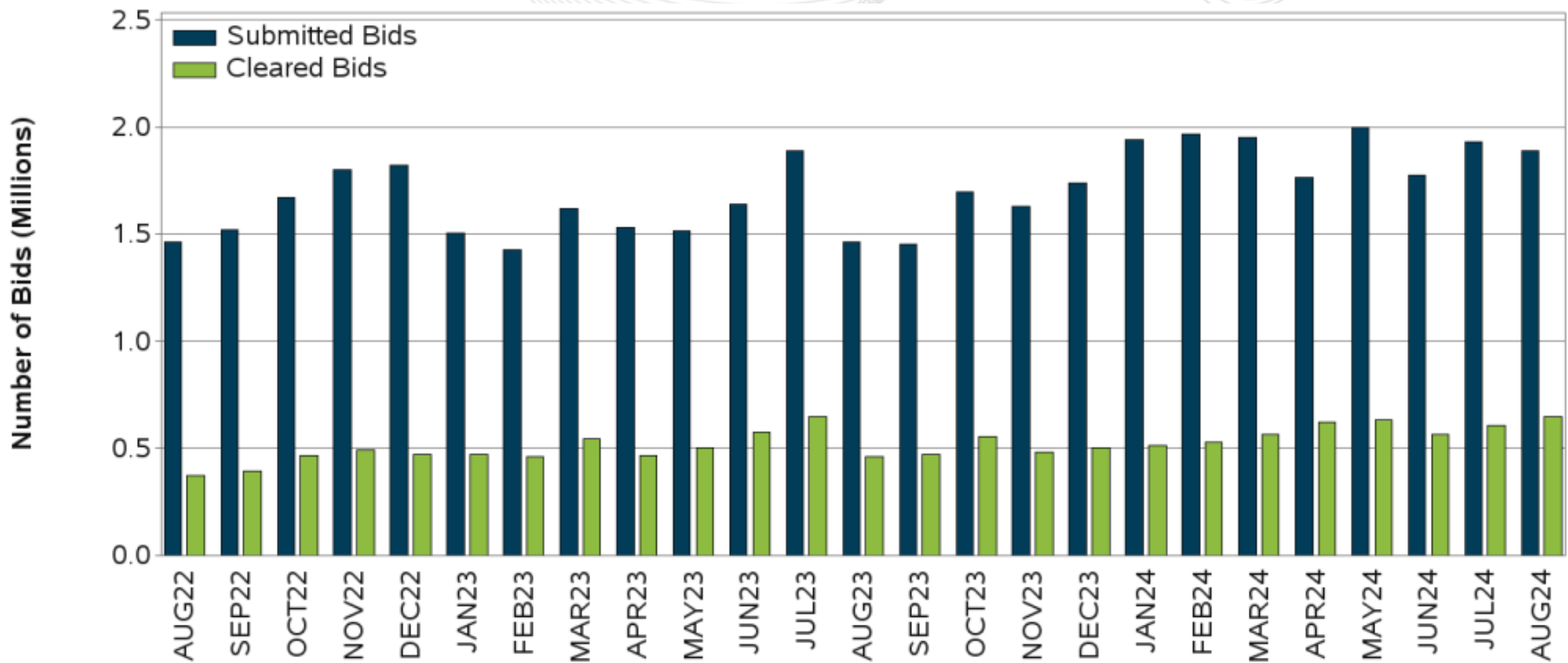
Total Registered MW in PJM's Economic Demand Response

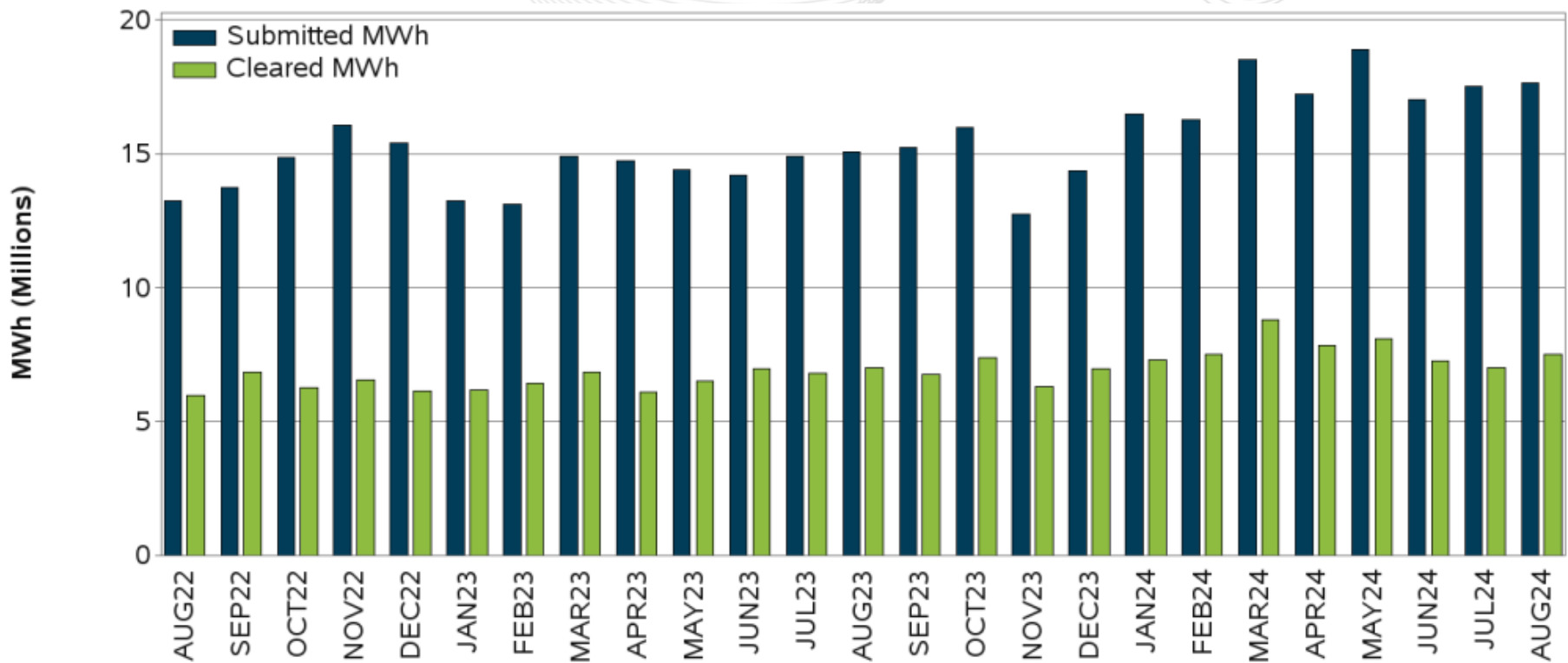


Energy Market

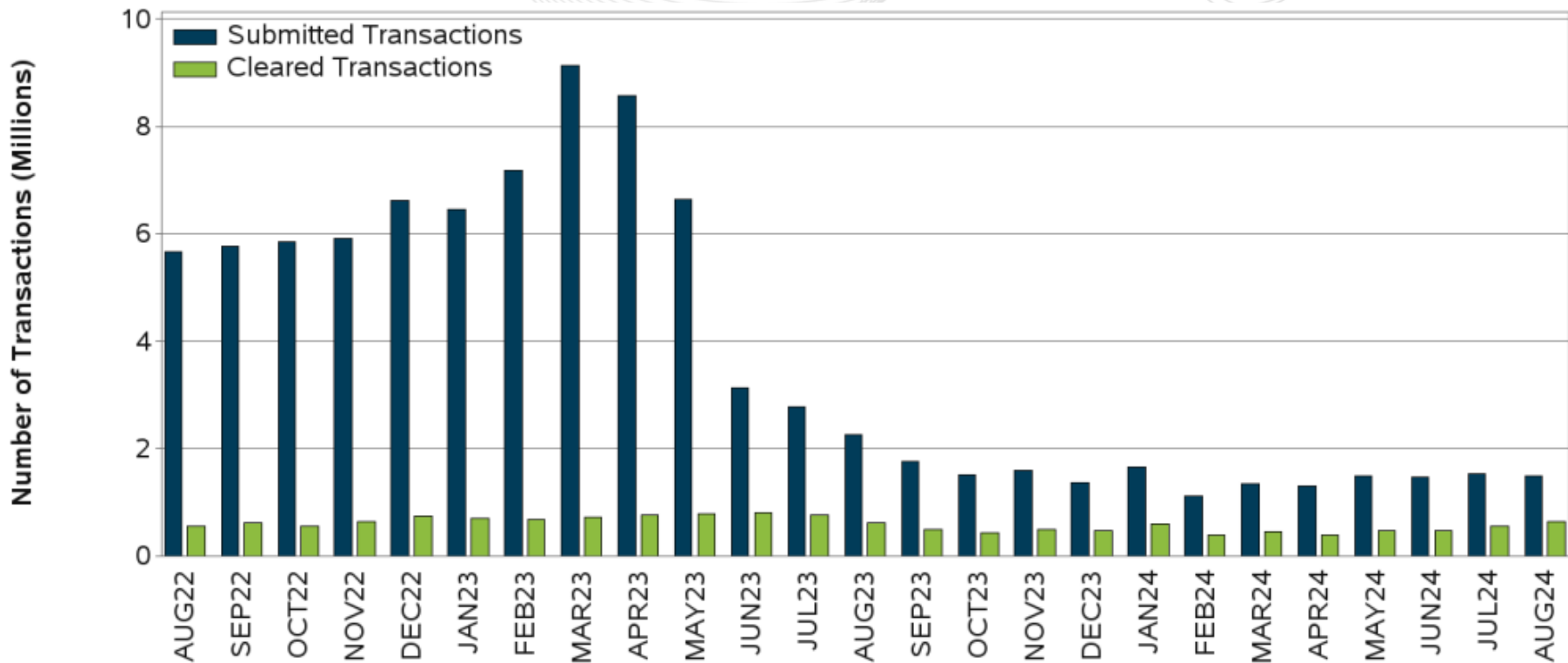
Virtual Activity Summary

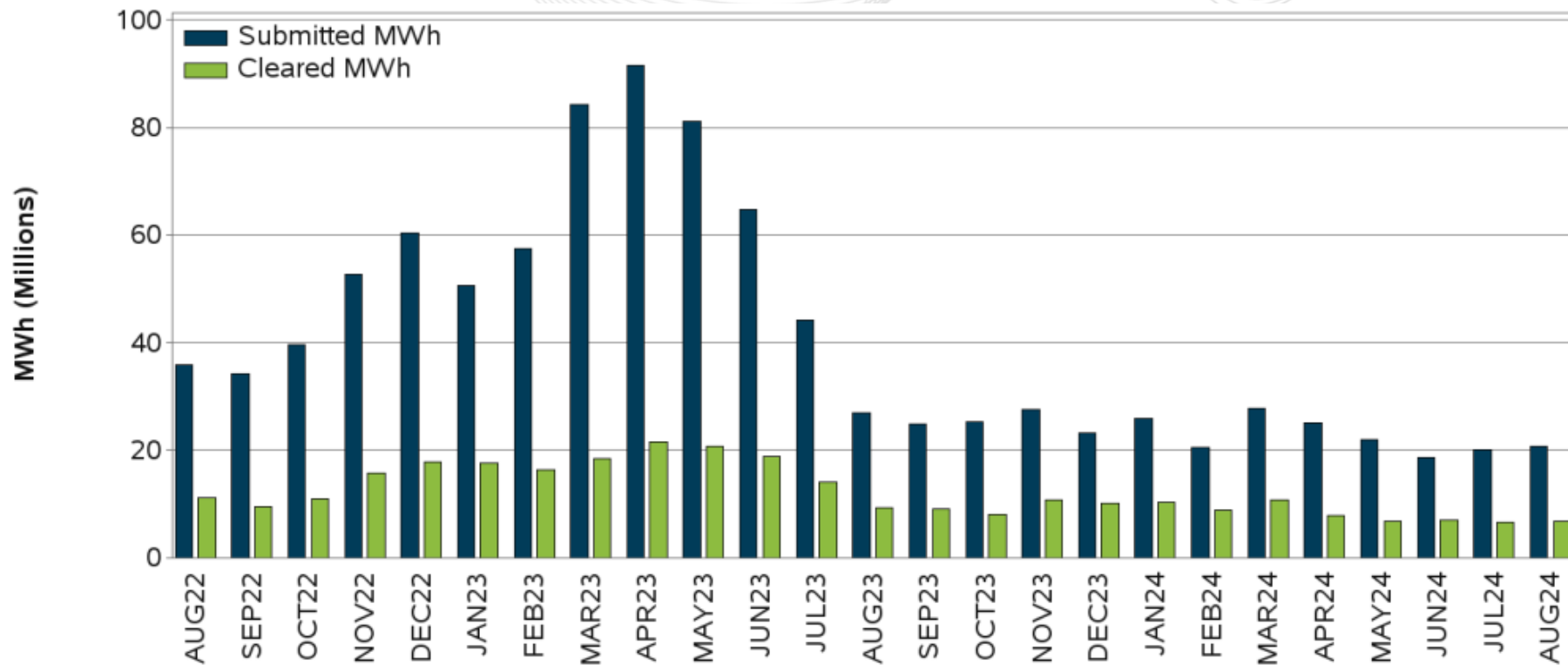
- The following six charts depict trends in submitted and cleared virtual and up-to-congestion transactions, in terms of number and volume, into the PJM Energy Market. The first two of these charts show the submitted and cleared increment and decrement bids (virtual transactions or virtuals) and they are the same as what was previously being presented in this report. The two charts after them display the trends in submitted and cleared up-to-congestion transactions into the PJM Energy Market. The last two of these six charts combine the virtual and up-to-congestion transactions and show the sum of these two categories.
- To clarify what a bid or transaction is, please consider the following example: An offer (increment, decrement or up-to-congestion) of 10 MW, valid for eight hours for a given day, is captured in the charts as eight submitted bids/transactions and 80 submitted MWh. If this offer fully clears for three of the hours it was submitted for, it shows in the charts as three cleared bids/transactions and 30 cleared MWh.

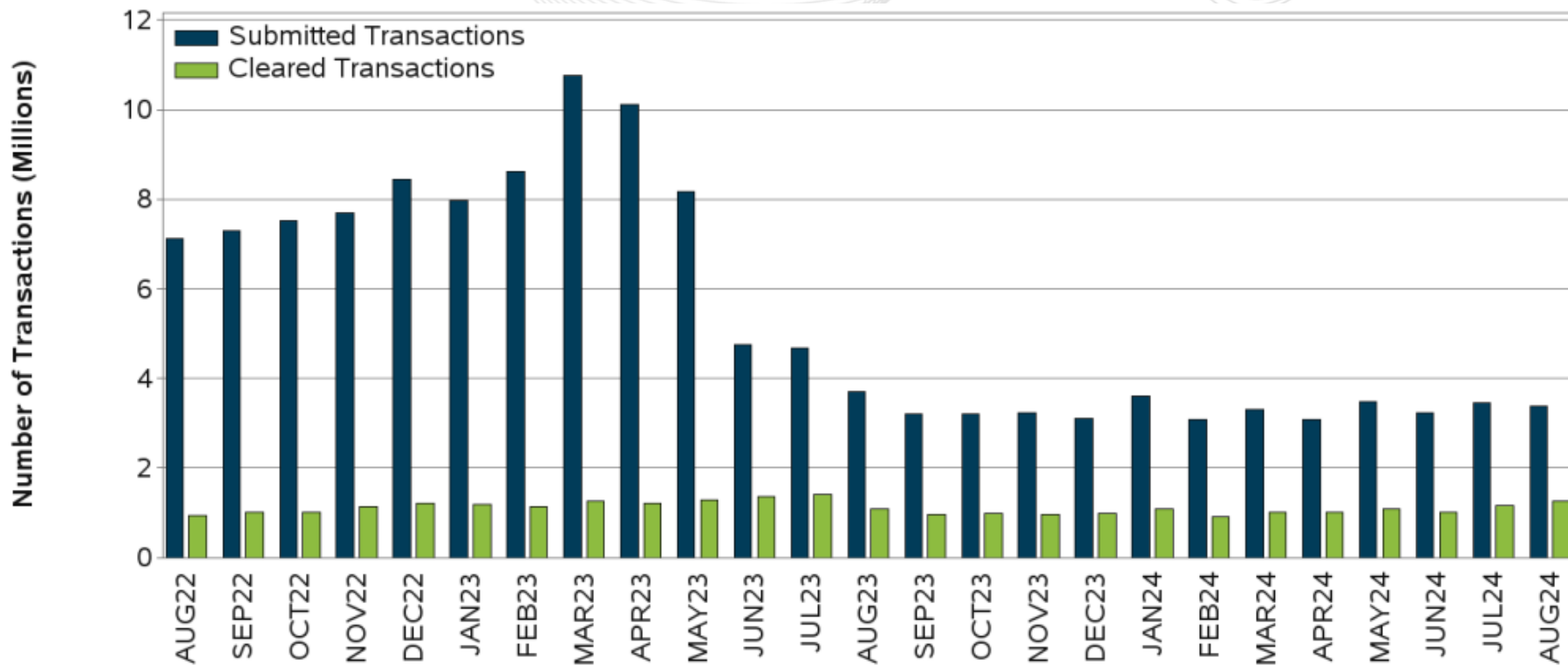




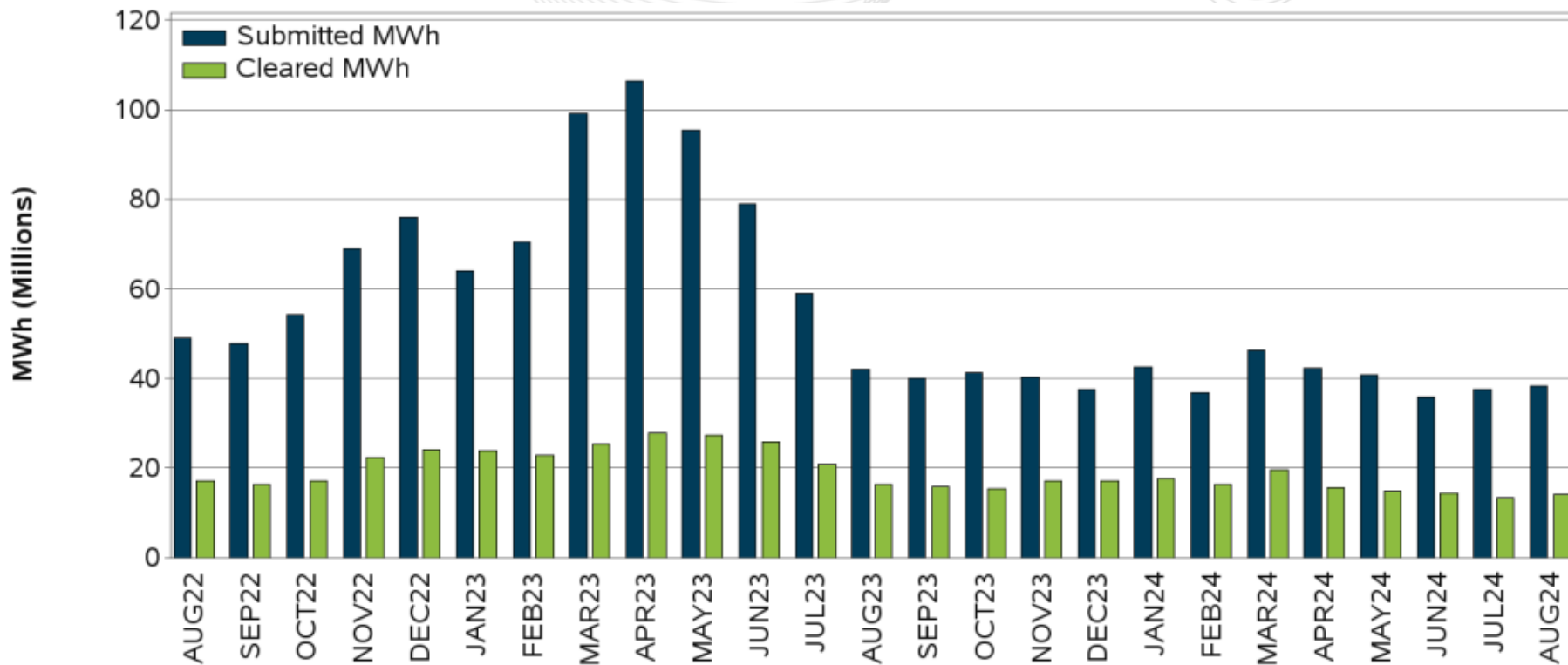
Up-To-Congestion Transactions - Total Number







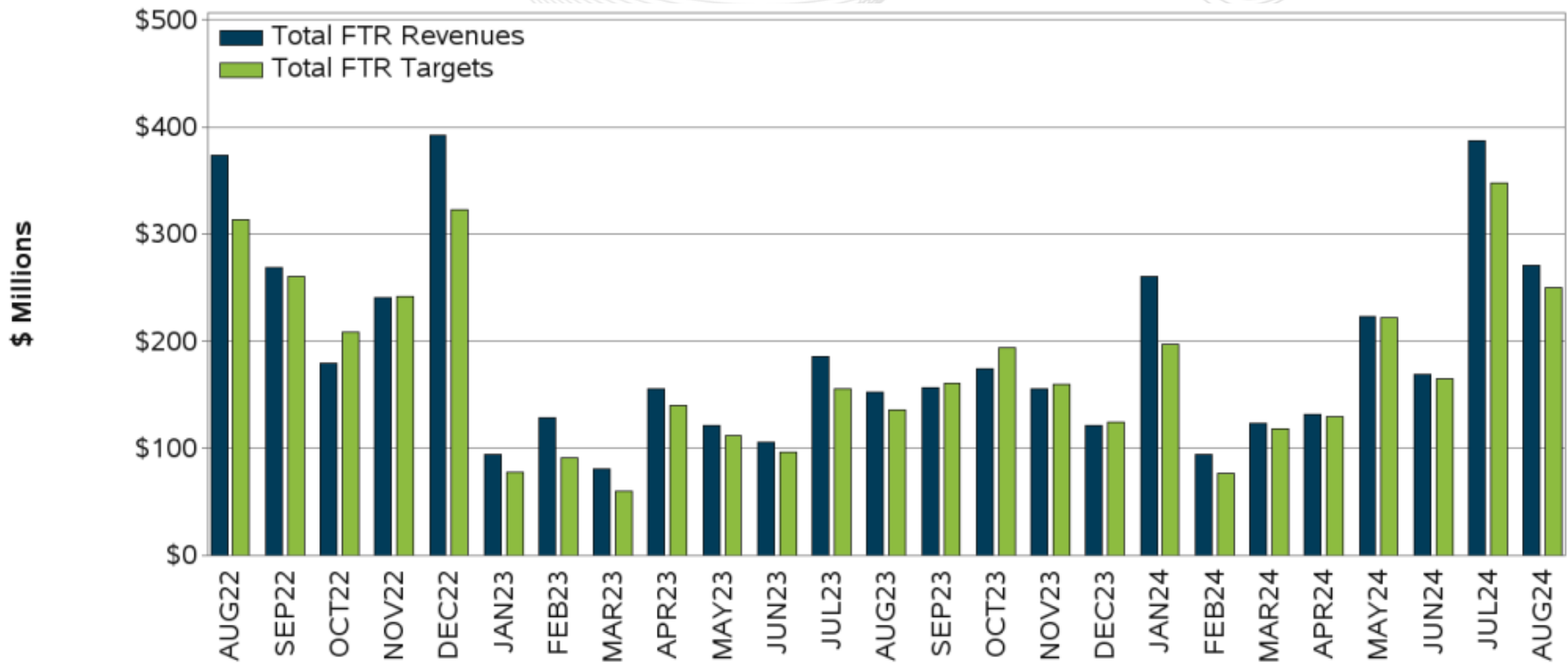
INCs, DEC and Up-To-Congestion Transactions - Total Volume

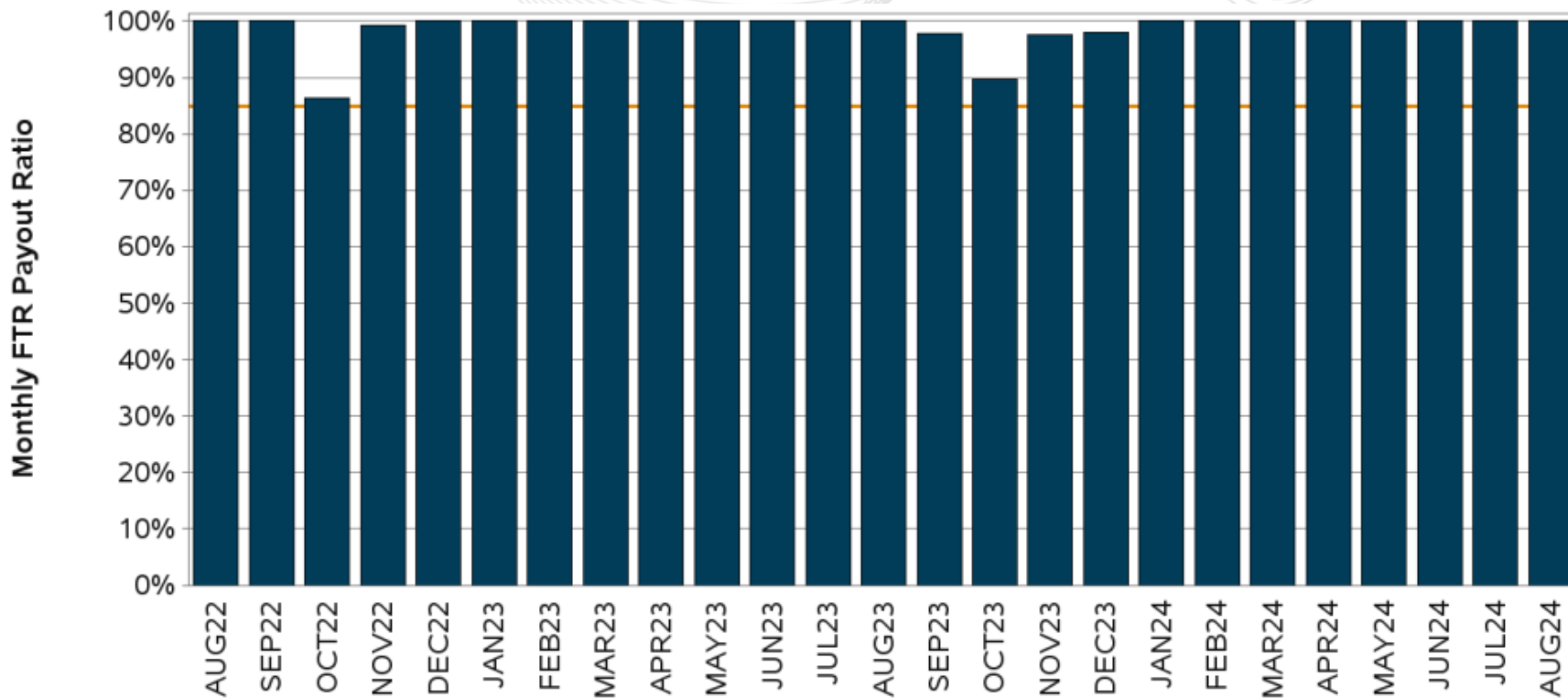


Energy Market

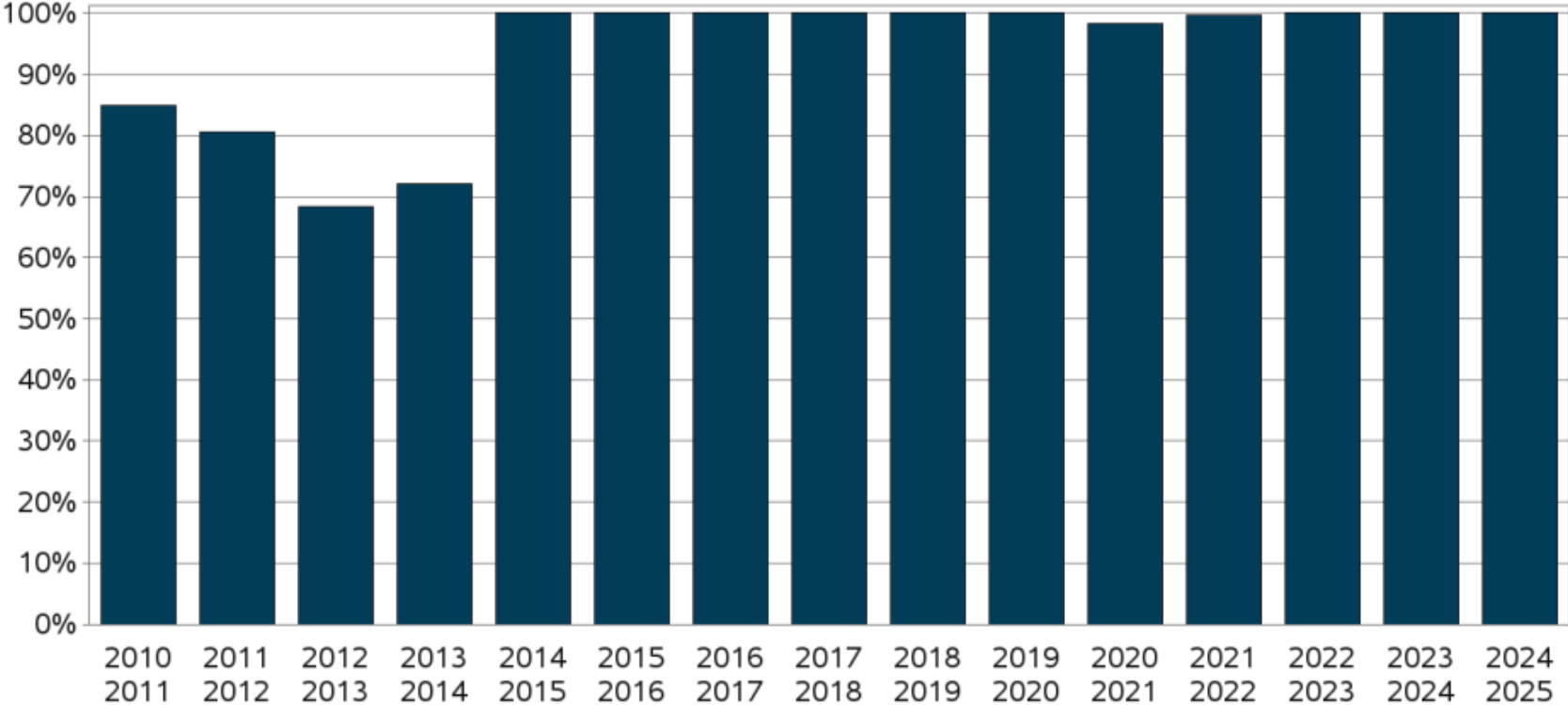
Congestion and FTR Summary

Period	Surplus / Underfunding	Payout Ratio
August 2024	\$20,857,757	100%
2024	\$154,262,773	100%
2024/2025	\$64,493,928	100%

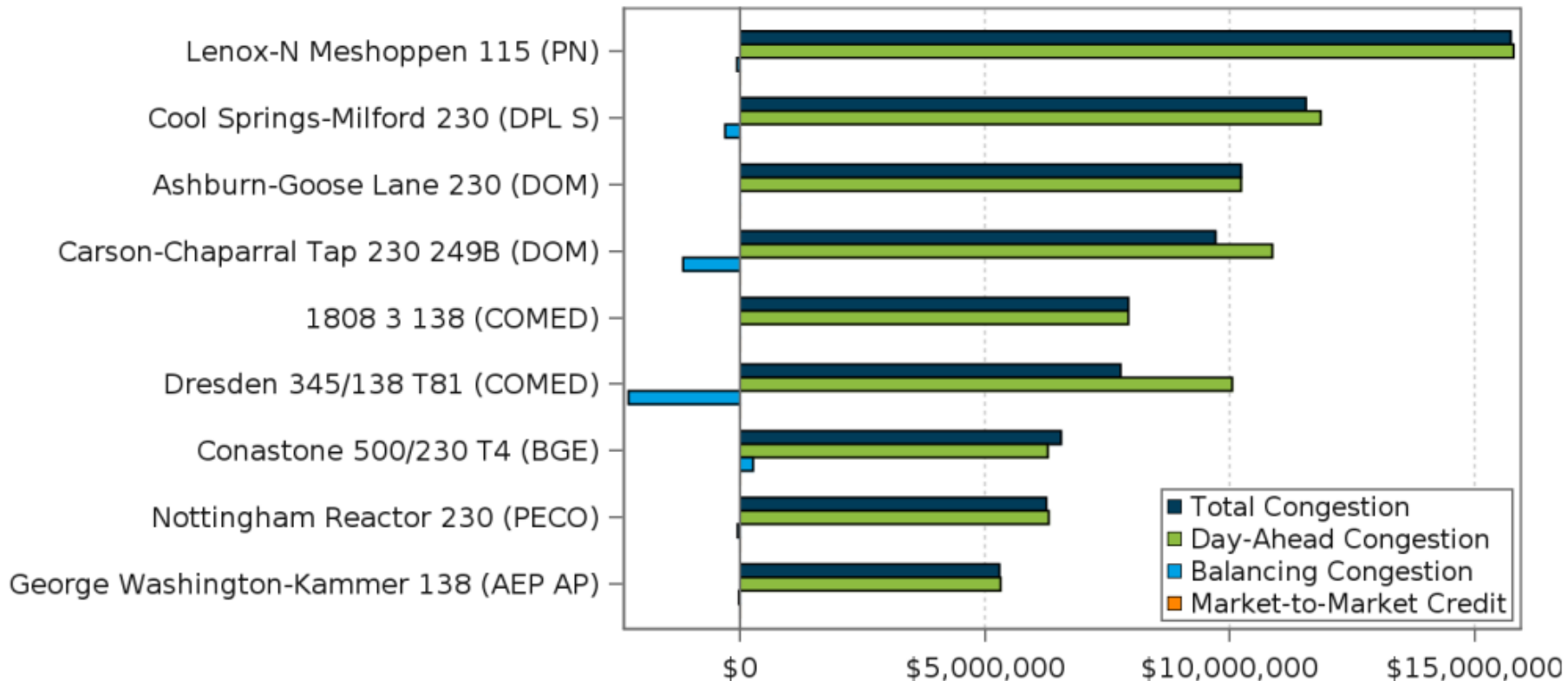




Planning Period FTR Payout Ratio

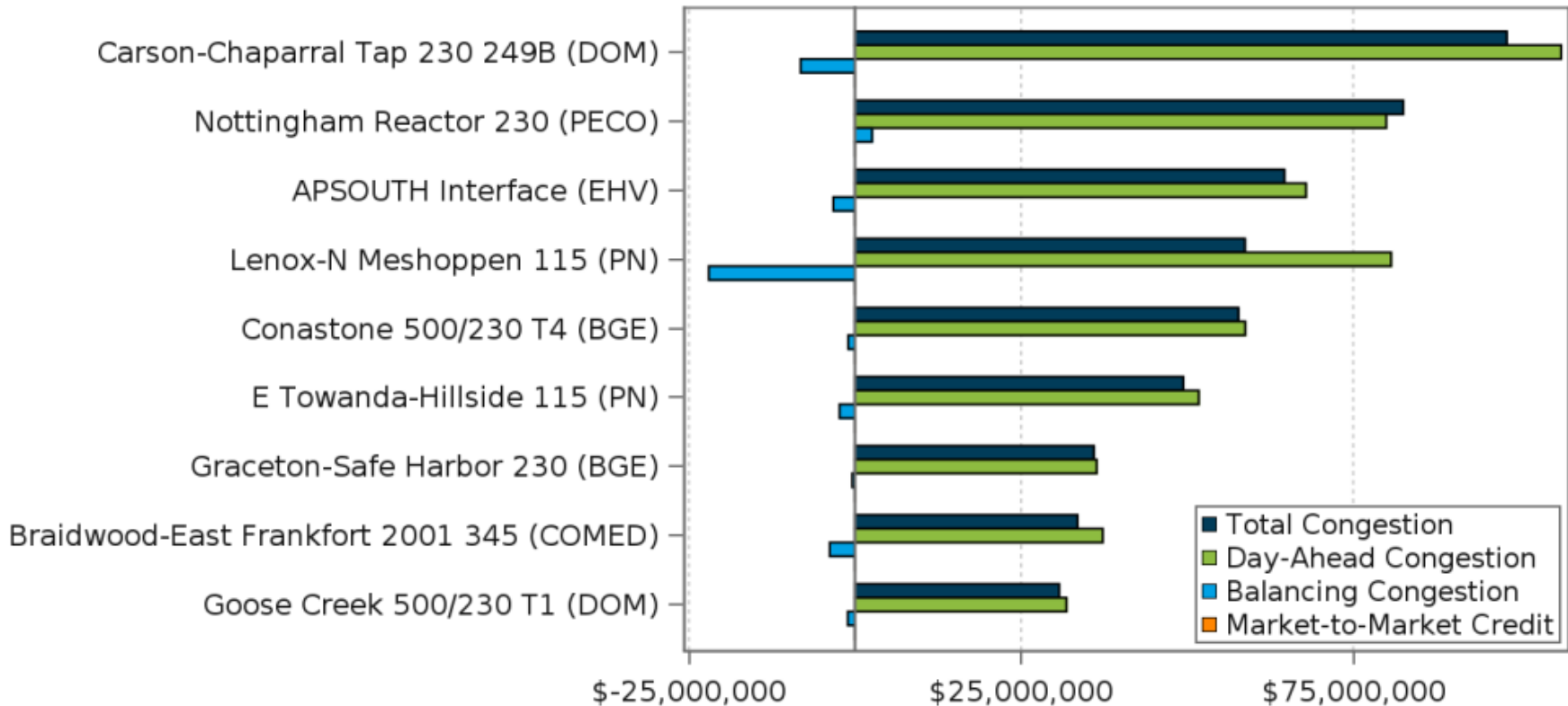


Ten Most Heavily Congested Transmission Facilities - Overall, August



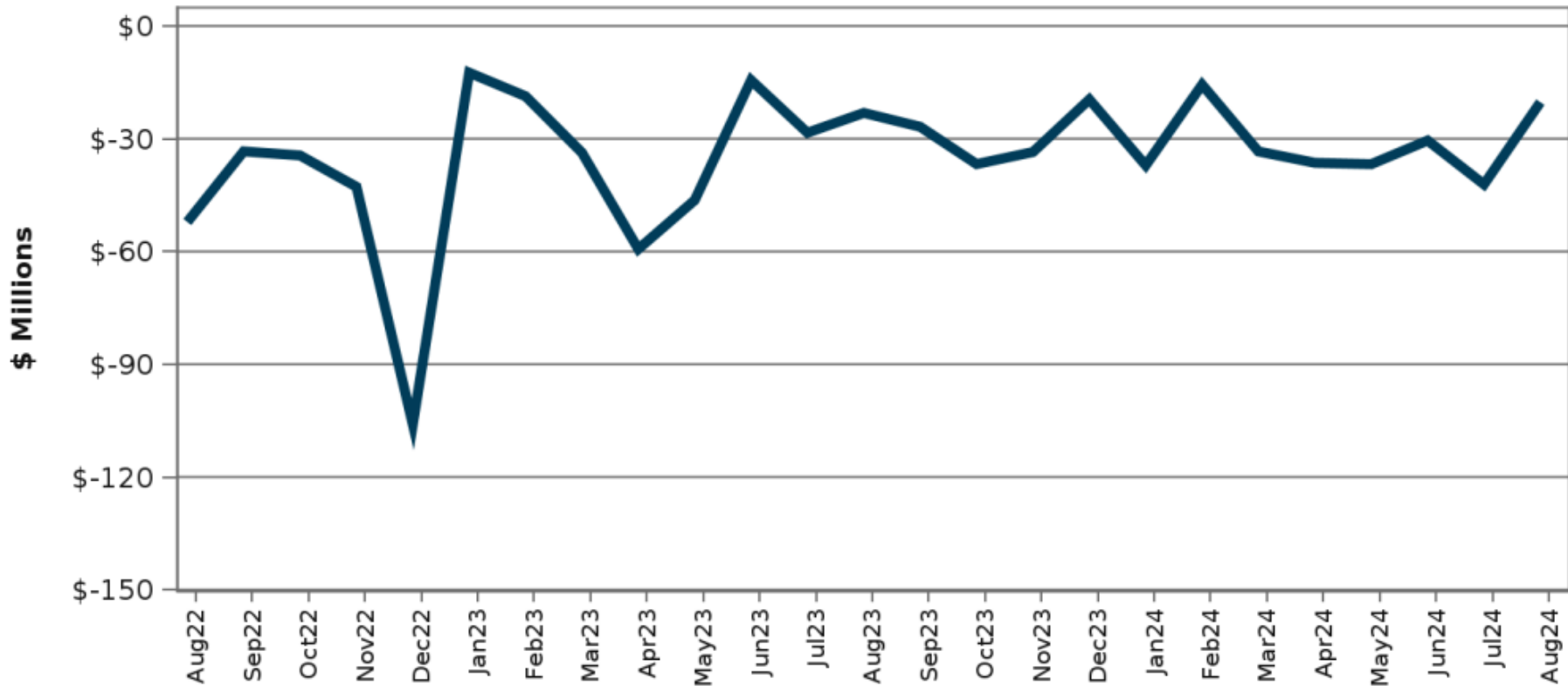
The ten most heavily congested facilities account for 66% of total congestion for August.

Ten Most Heavily Congested Transmission Facilities - Overall, 2024



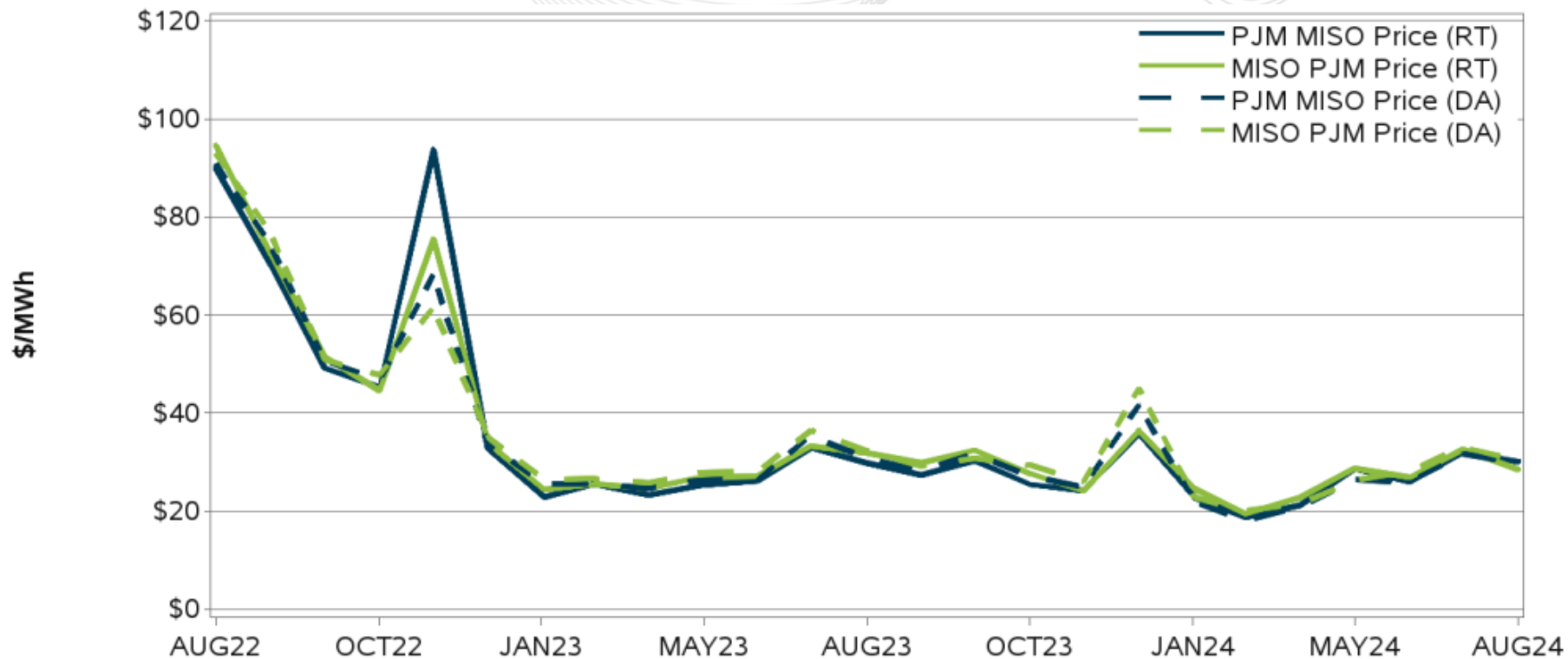
The ten most heavily congested facilities account for 50% of total congestion for 2024.

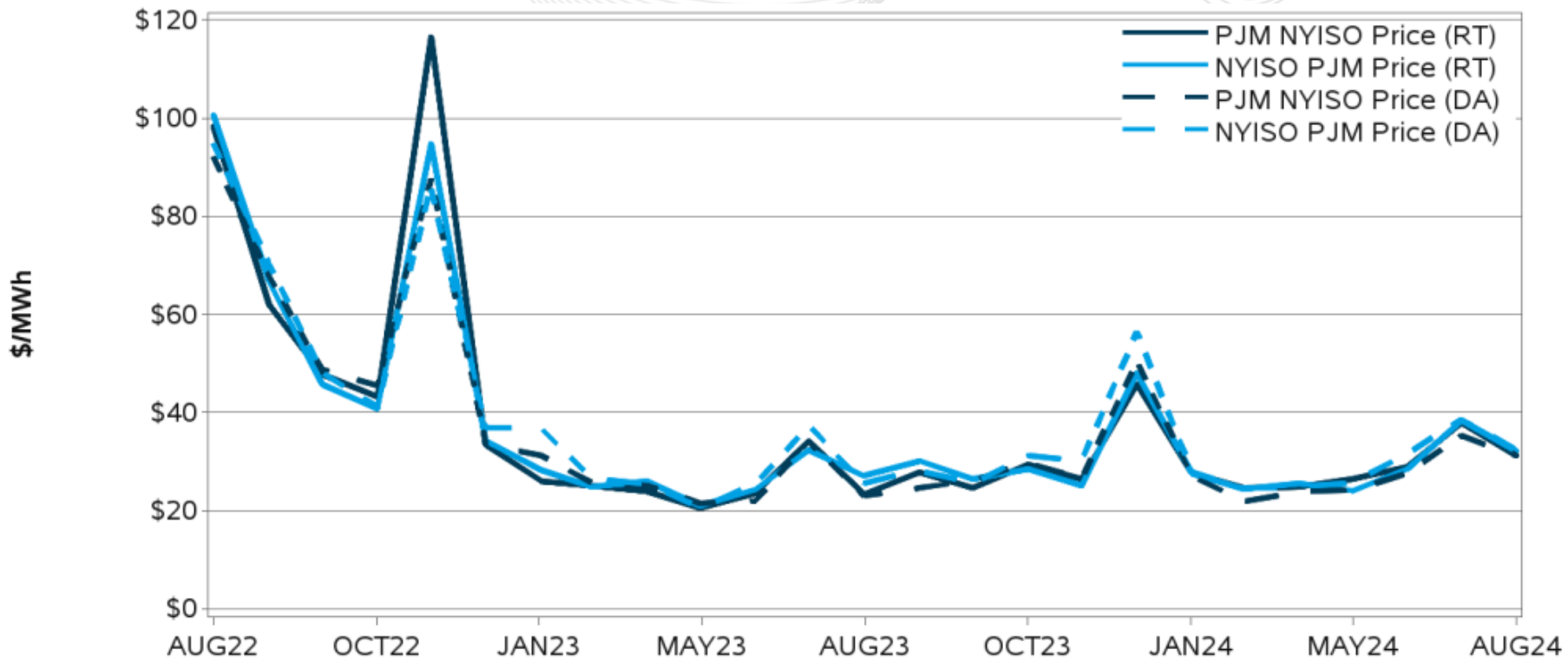
Balancing Congestion Charge Revenues (BLI 2215)



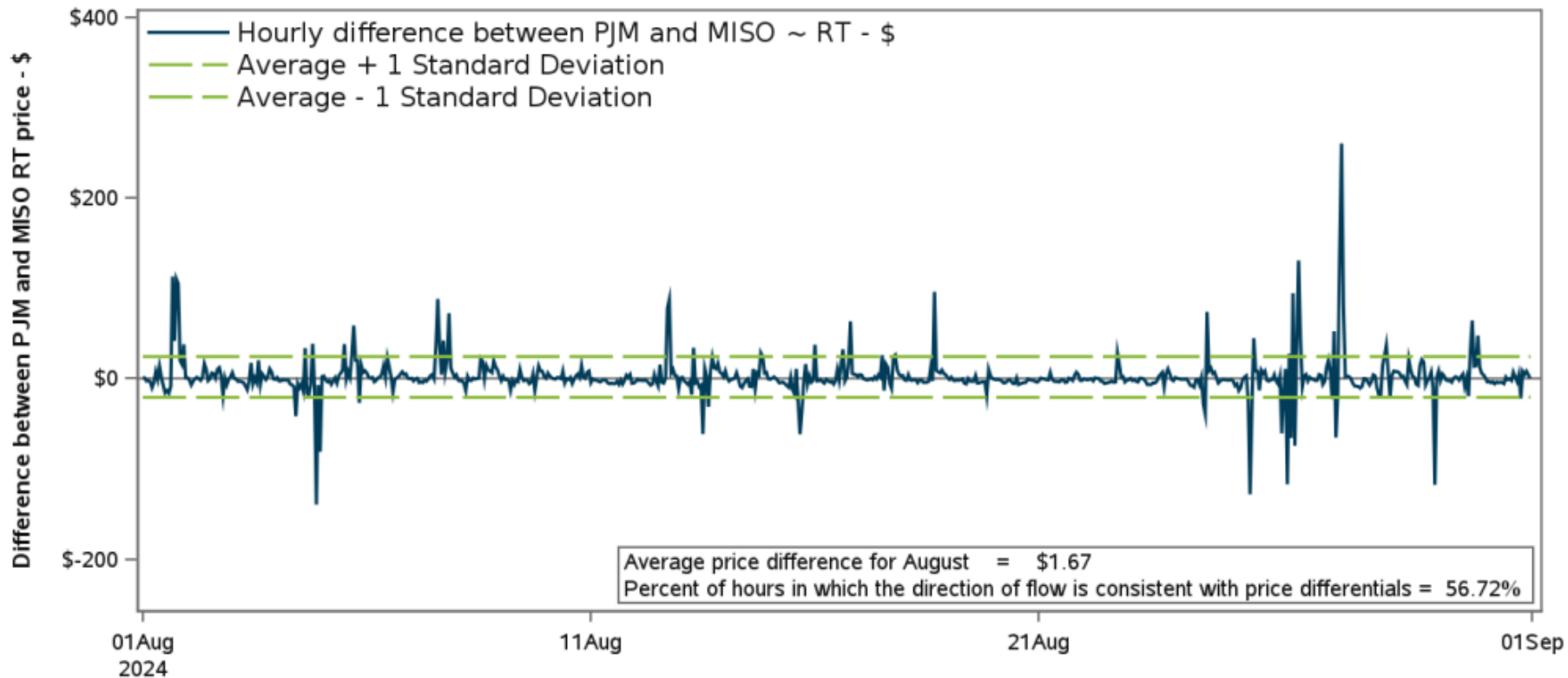
Energy Market

Interchange/Seams Summary



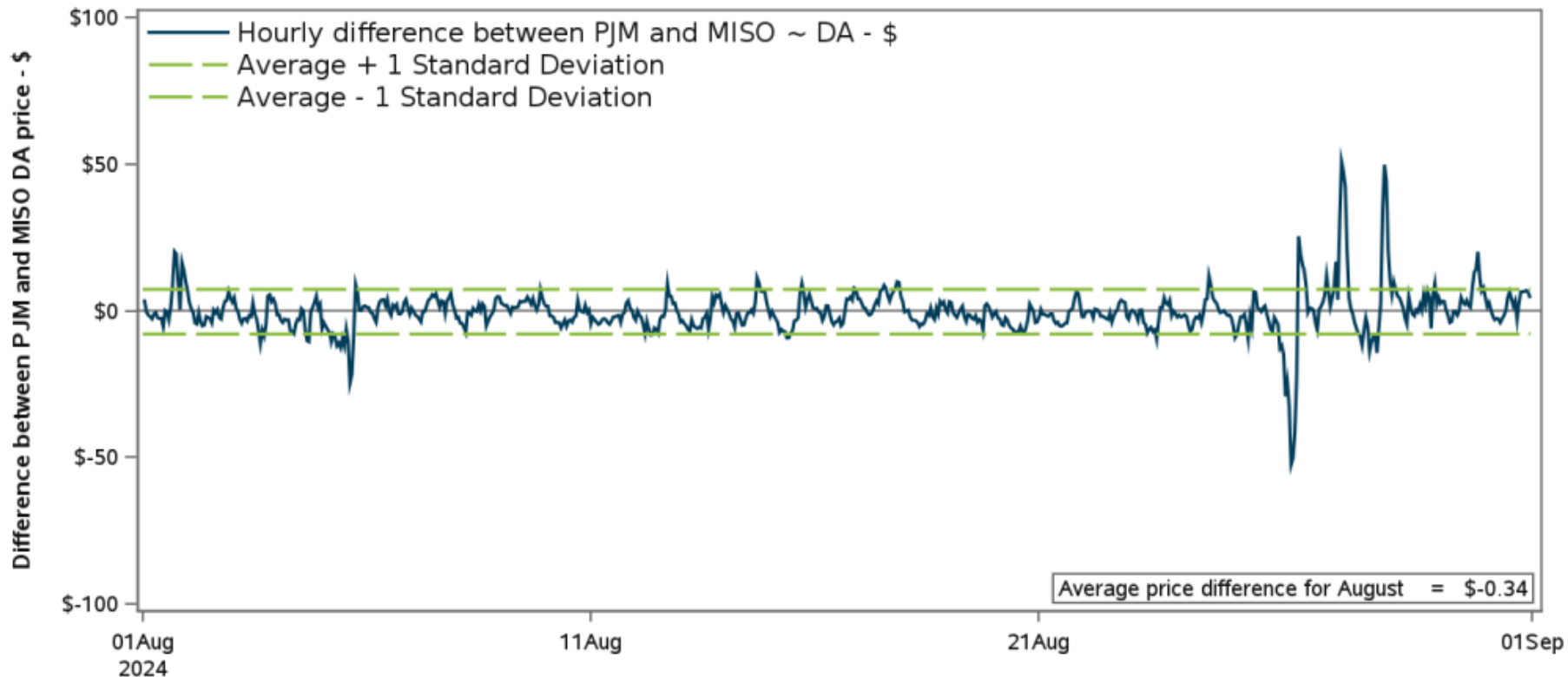


Hourly Difference Between PJM and MISO Real-Time Prices



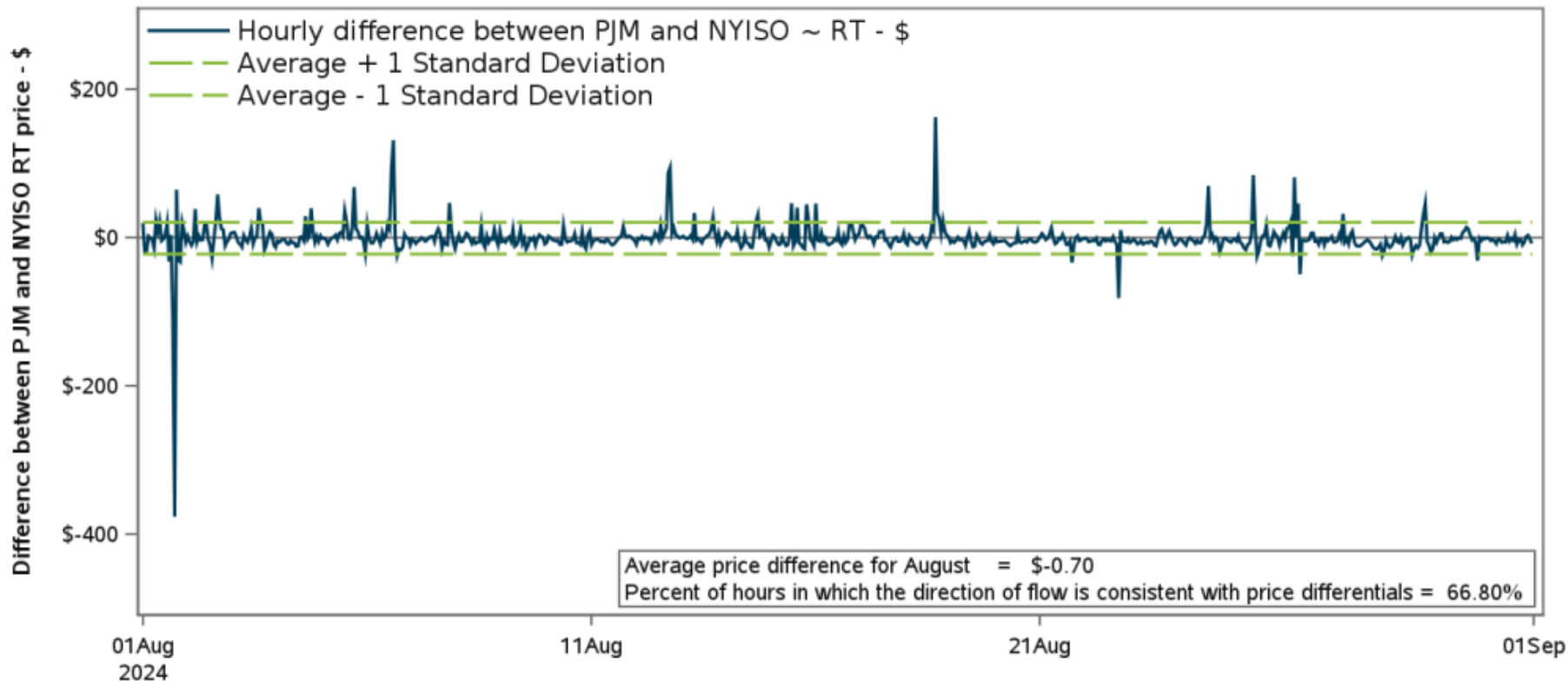
Positive values represent hours when the PJM price was higher. Negative values represent hours when the PJM price was lower.

Hourly Difference Between PJM and MISO Day-Ahead Prices



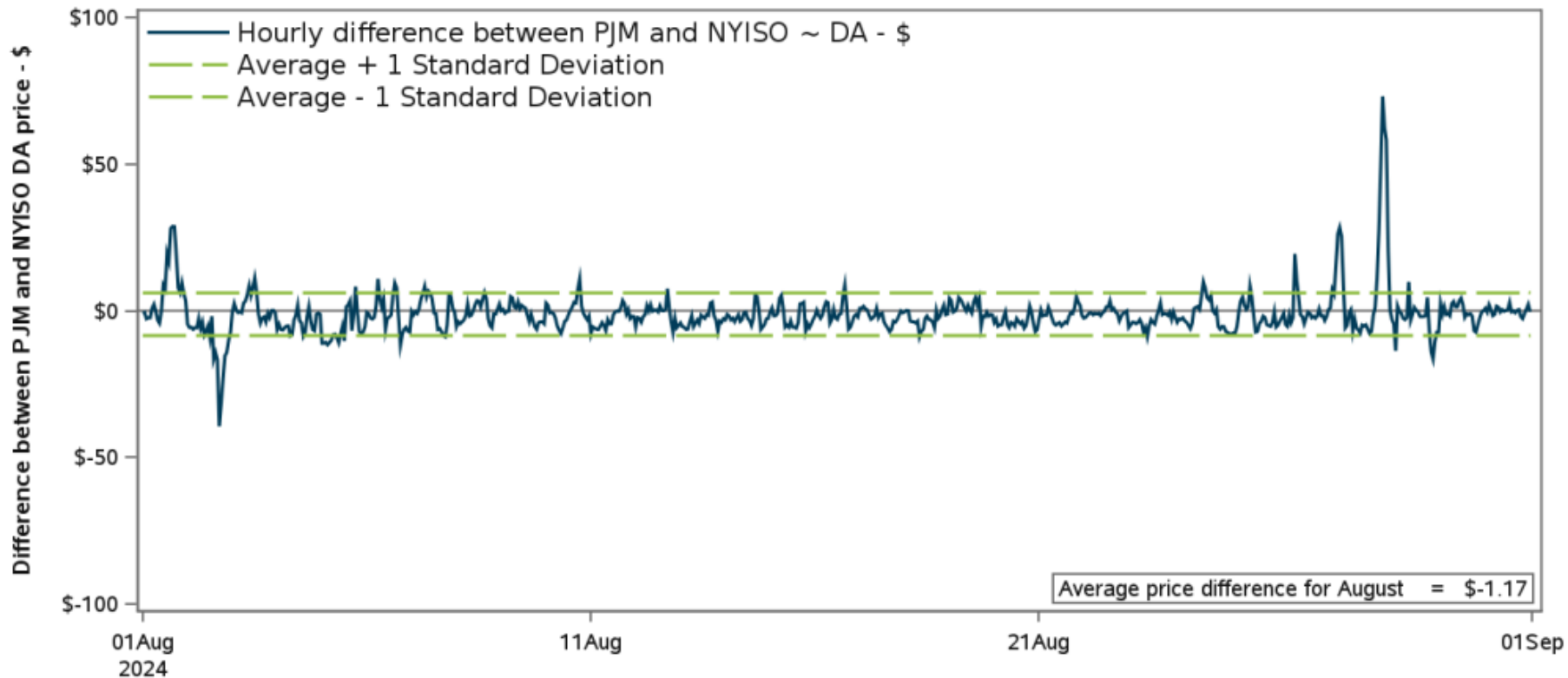
Positive values represent hours when the PJM price was higher. Negative values represent hours when the PJM price was lower.

Hourly Difference Between PJM and NYISO Real-Time Prices

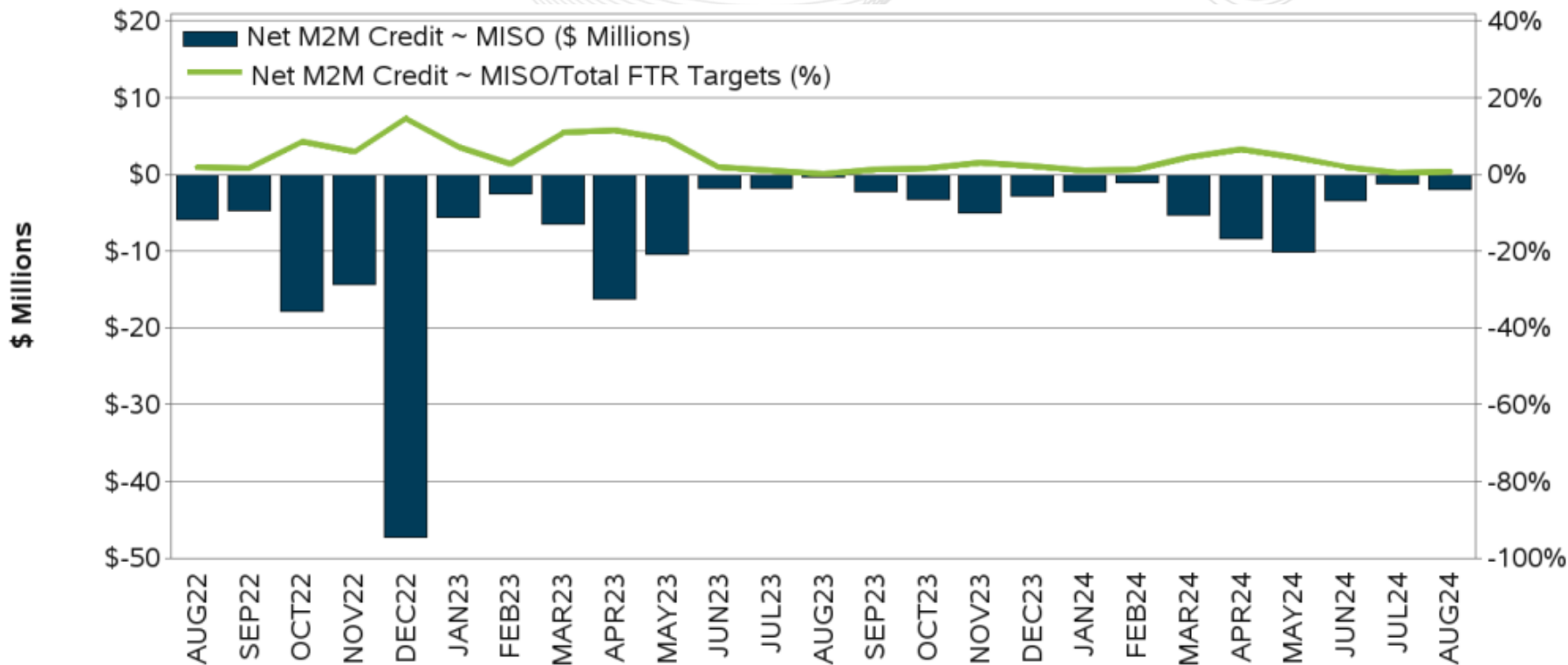


Positive values represent hours when the PJM price was higher. Negative values represent hours when the PJM price was lower.

Hourly Difference Between PJM and NYISO Day-Ahead Prices



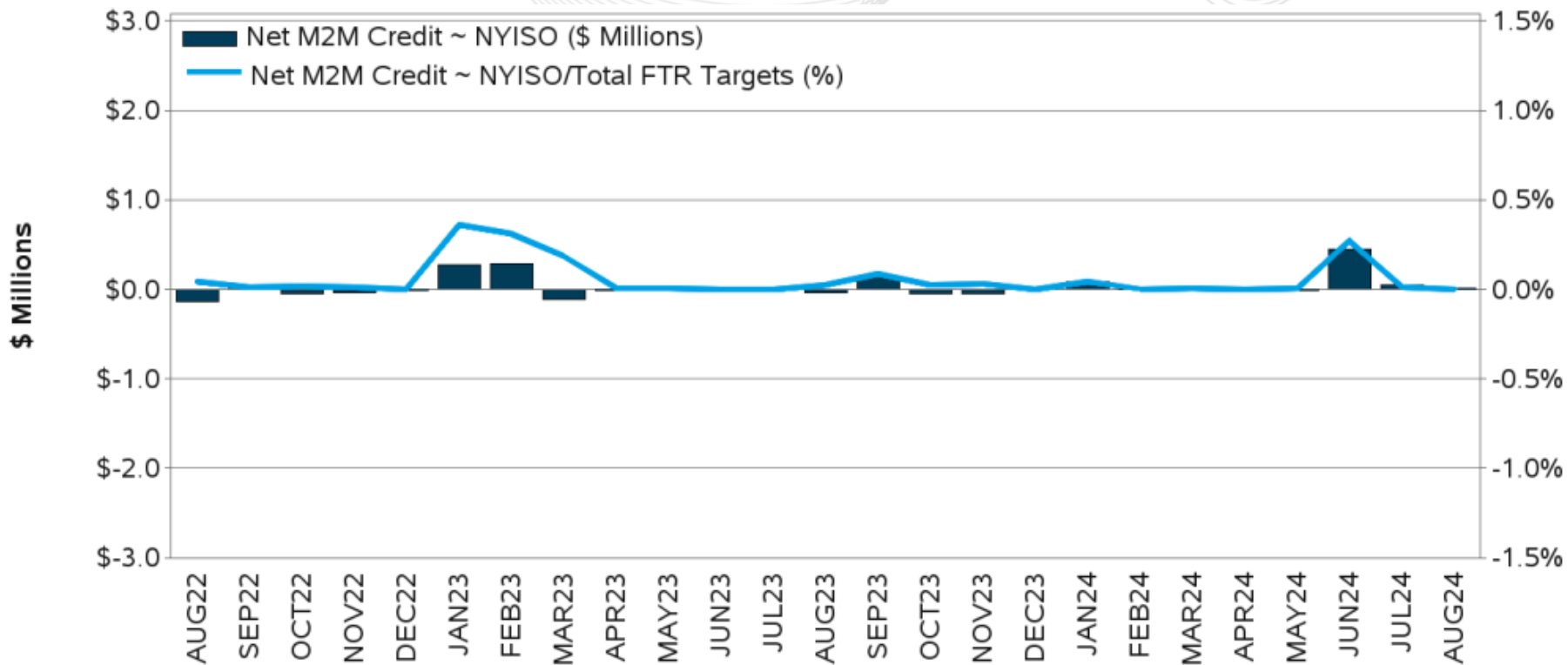
Positive values represent hours when the PJM price was higher. Negative values represent hours when the PJM price was lower.



Negative M2M Credit represents PJM payment to MISO

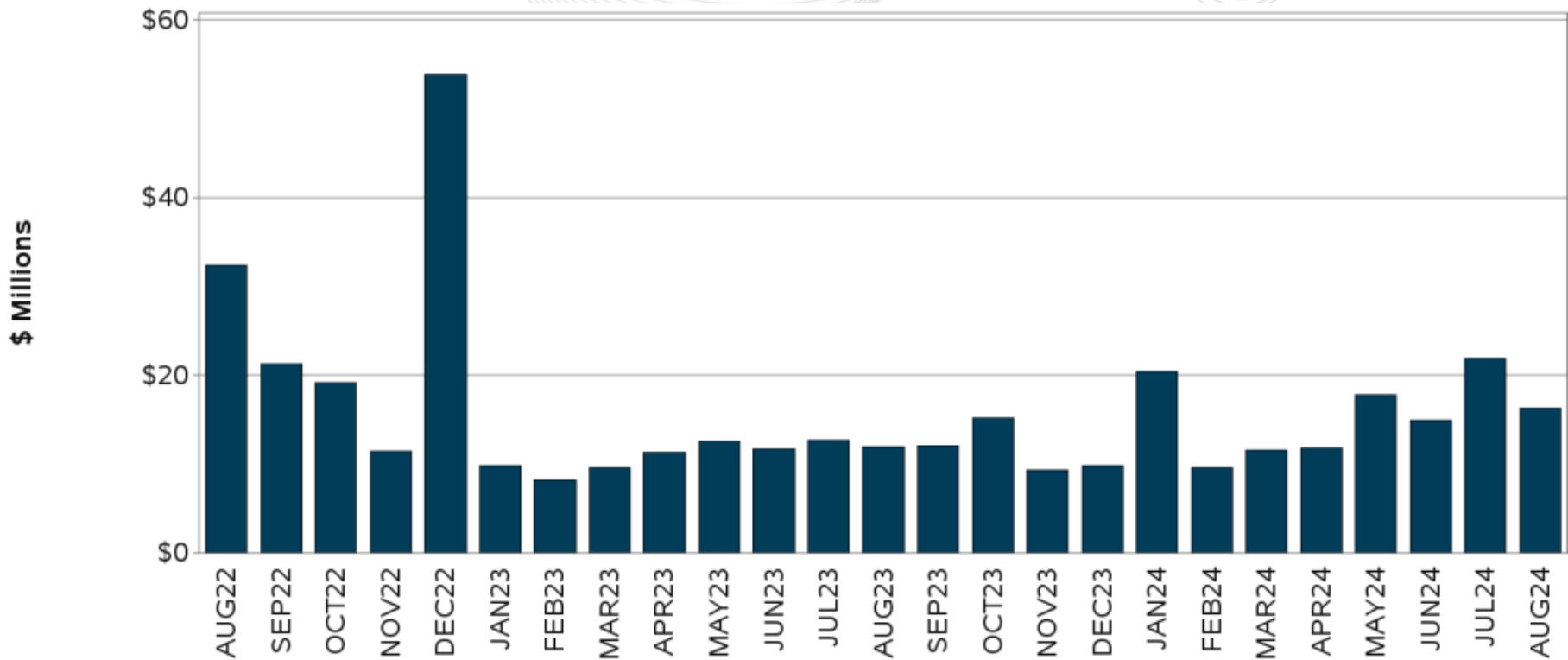


PJM-NYISO Market-to-Market Coordination Settlement

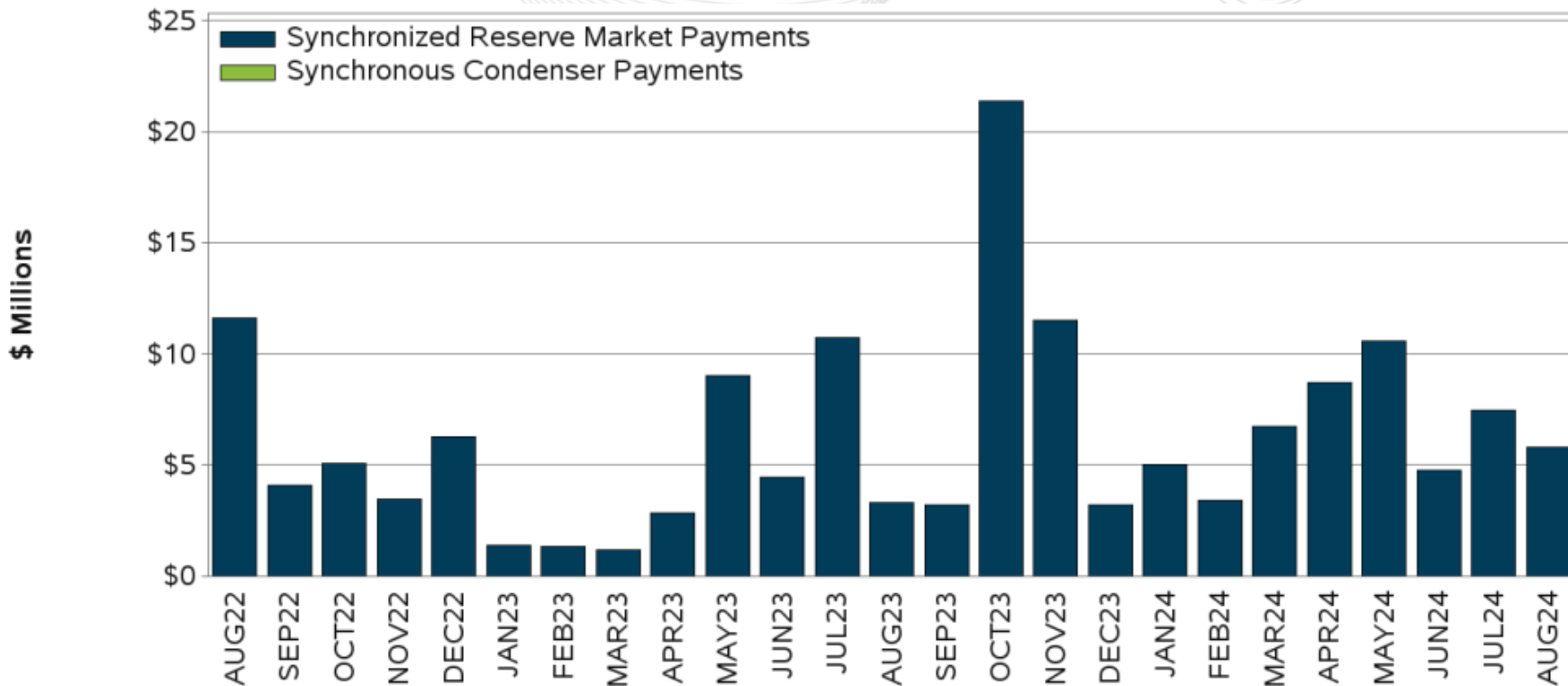


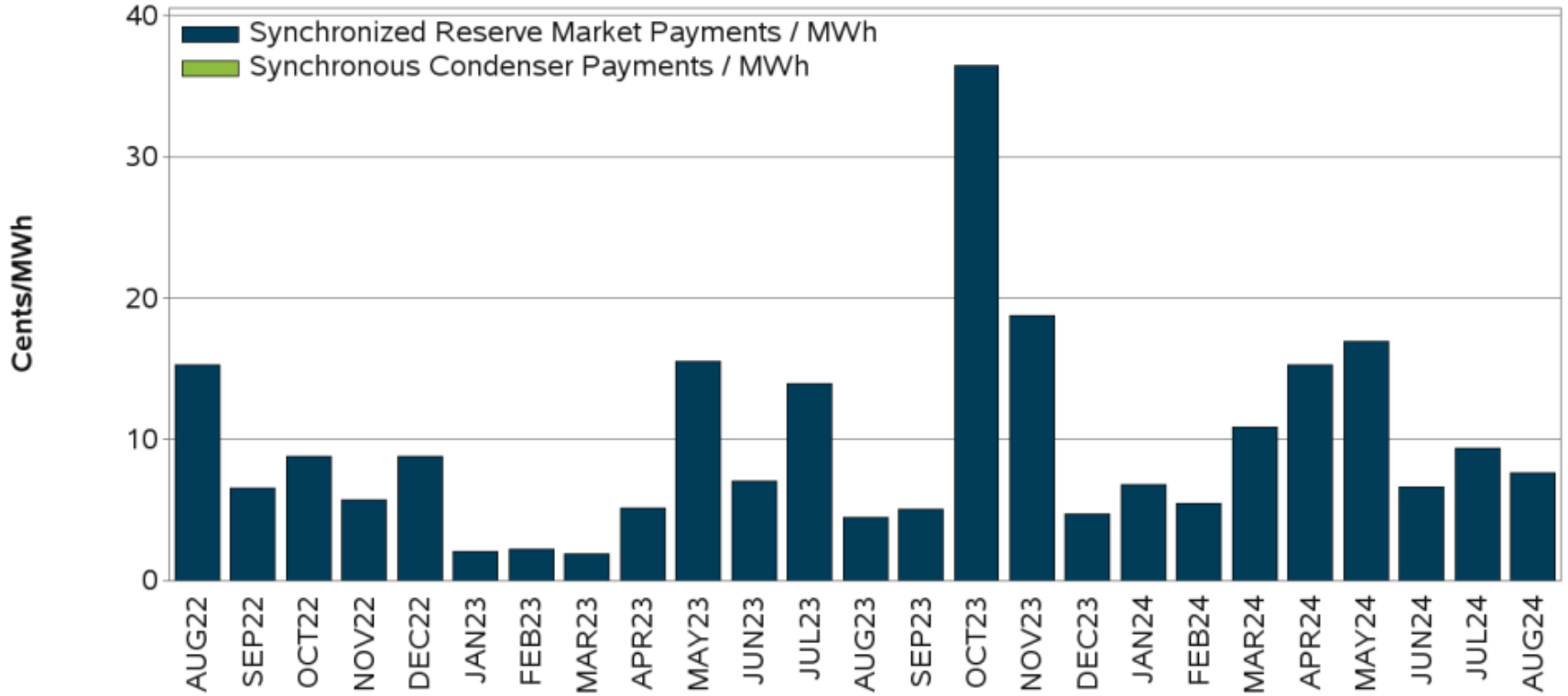
Negative M2M Credit represents PJM payment to NYISO

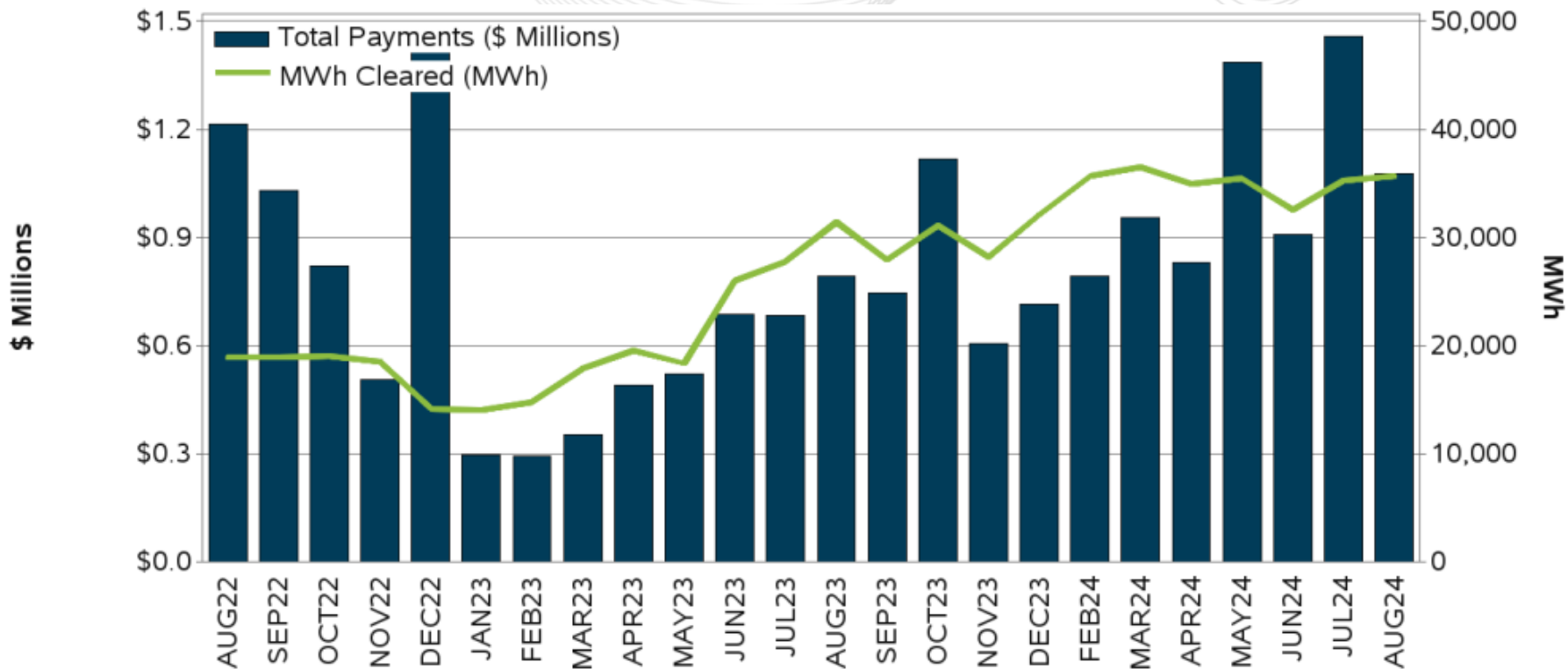
Ancillary Service Market Summary



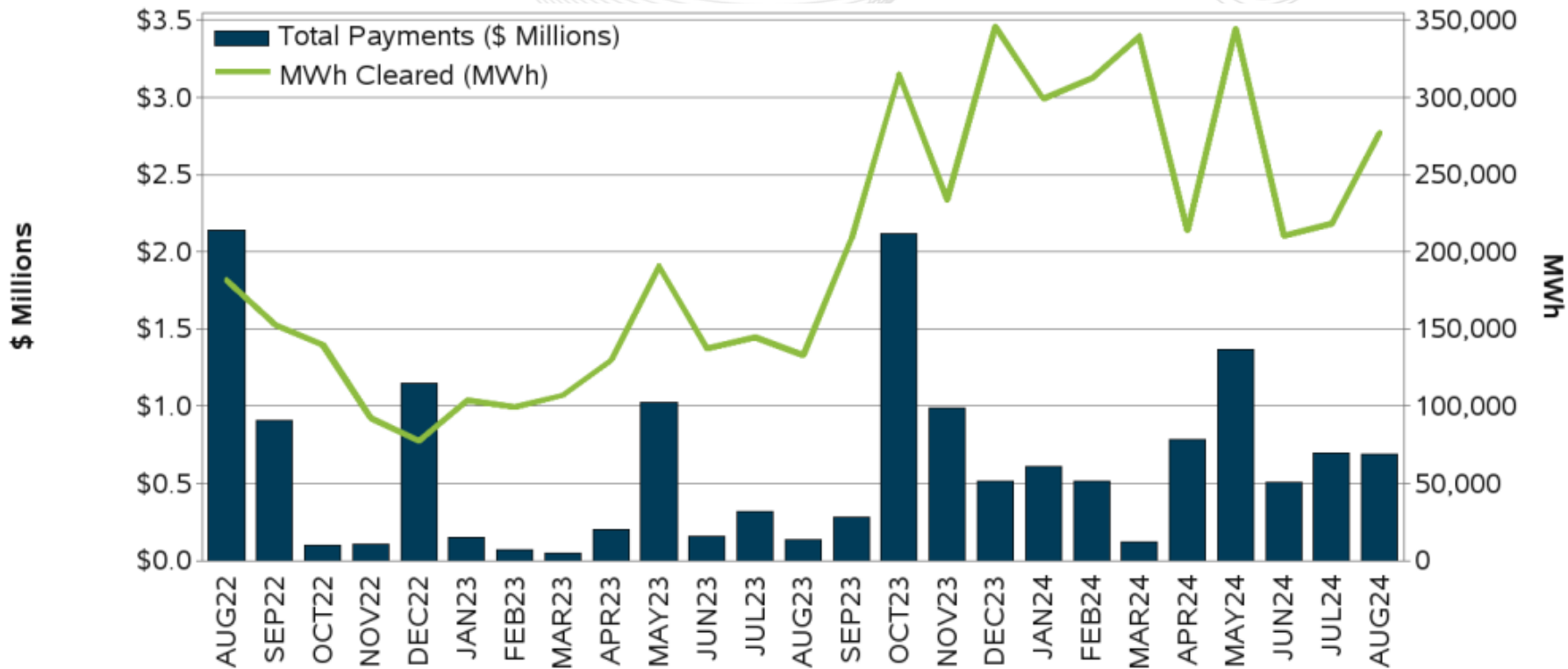
Synchronized Reserve and Synchronous Condenser Costs

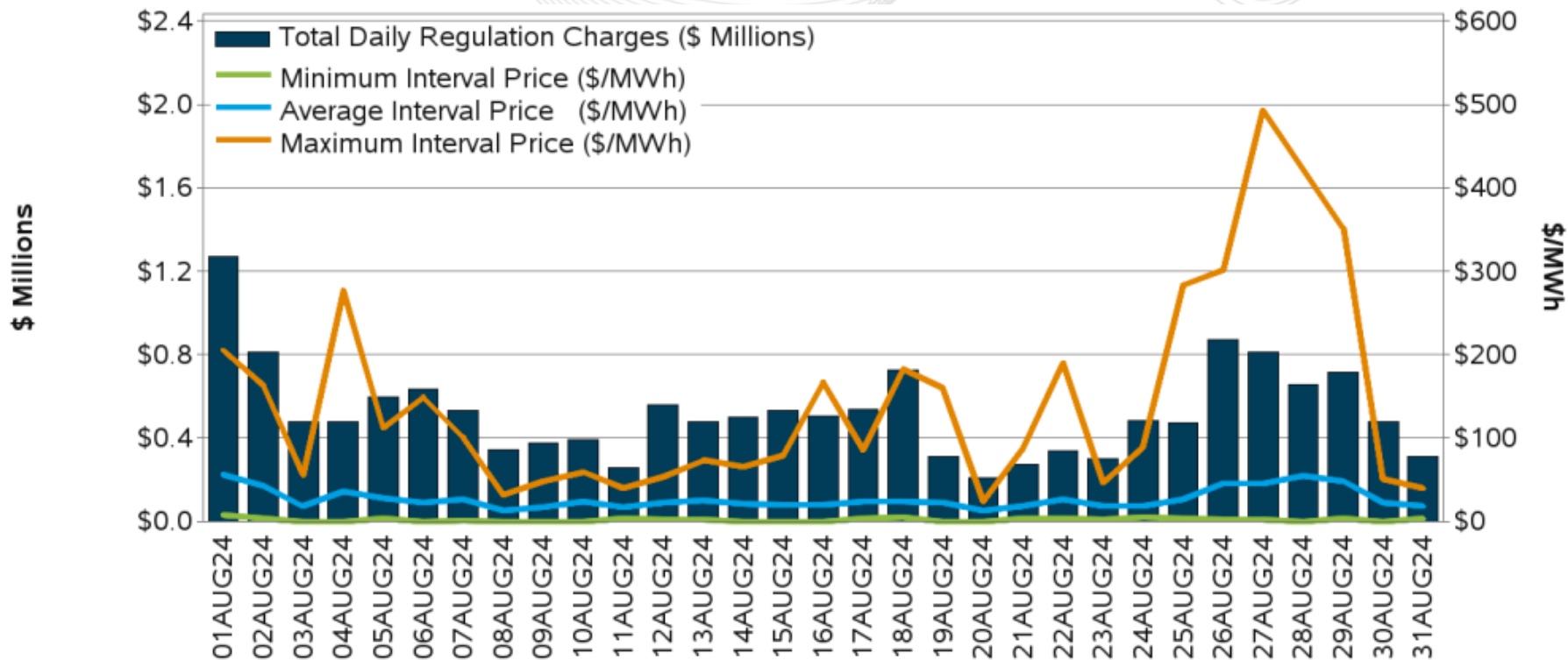




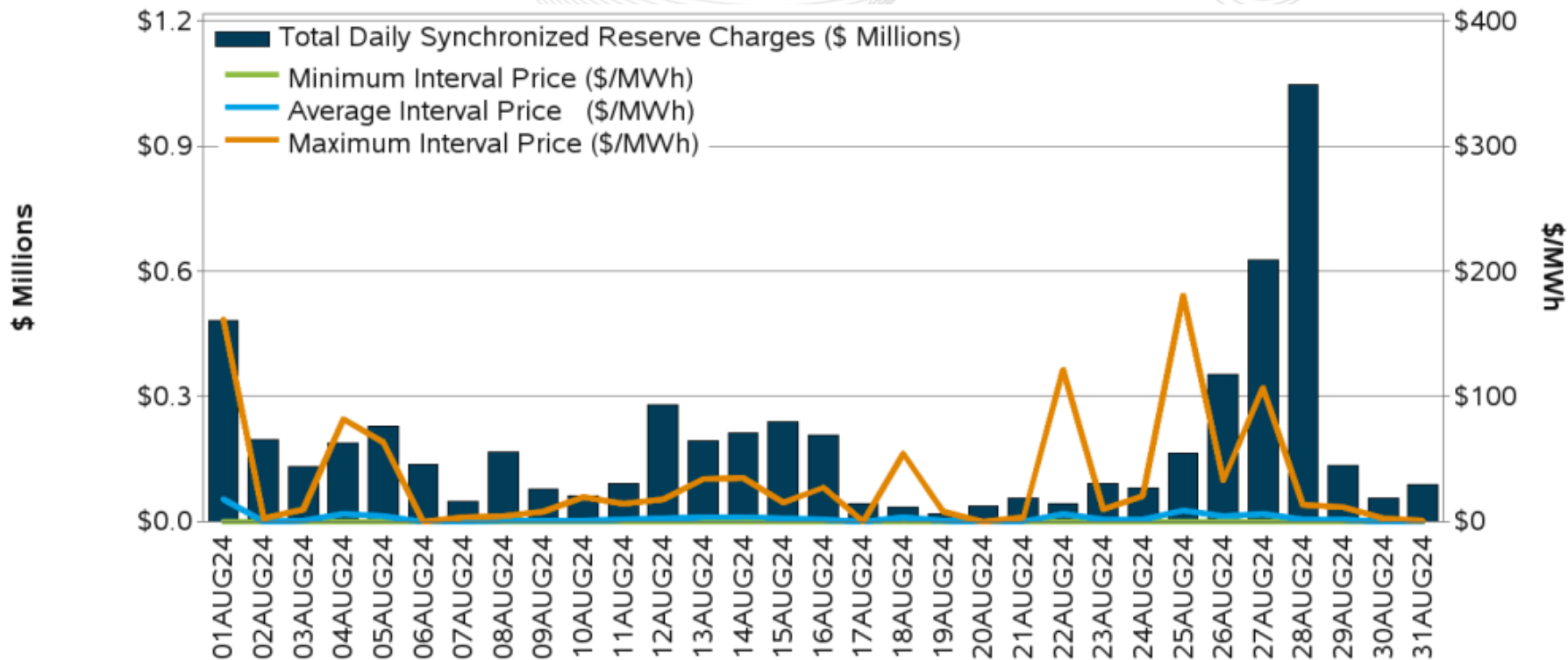


DR Participation in PJM Synchronized Reserve Markets





Synchronized Reserve Market Daily Prices and Charges



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custsvc@pjm.com

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POWER GRID
THINK BEFORE
YOU CLICK!**



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malicious
phishing emails.

Report suspicious email activity to PJM.
(610) 666-2244 / it_ops_ctr_shift@pjm.com

