

Settlements Principles

From Previous Meeting:

1. The Scheduling Coordinator is the entity to whom the RTO West sends the bill and is financially responsible. (See # 3 and # 4 below)
2. RTO West settlements will use a model with both estimated and final payments.
3. Goal is to get as many dollars as possible on the first (estimated) invoice as well as to provide the best possible information to the credit management function on a rolling basis.

Scheduling Coordinator Concepts for the Scheduling Coordinator Tariff Provisions from the August 31 GIA Subgroup Meeting:

1. There can be no more than one Scheduling Coordinator for each meter, and each meter at any Point of Interconnection between the RTO West Transmission System and any interconnected facilities must have a Scheduling Coordinator (Note: Because of retail access, there is some concern about this idea from representatives to the Scheduling small group).
2. RTO West will have audit rights to verify that Scheduling Coordinators are complying with their obligations under the Scheduling Coordinator tariff provisions; (Note: This is consistent with the DSTAR tariff we are working from).
3. Each Scheduling Coordinator is obligated to pay all “settlement types of charges that apply to the schedules the Scheduling Coordinator submits (that is, all charges other than the load-based access fee).
4. In addition to the Scheduling Coordinator’s Obligation to pay all “settlement” types of charges applicable to the schedules the Scheduling Coordinator submits, the Scheduling Coordinator must also pay any load based access fees (where applicable) unless the Transmission Customer on whose behalf the Scheduling coordinator is submitting schedules has committed to RTO West to directly pay its own load-based access fees.