



Markets Report

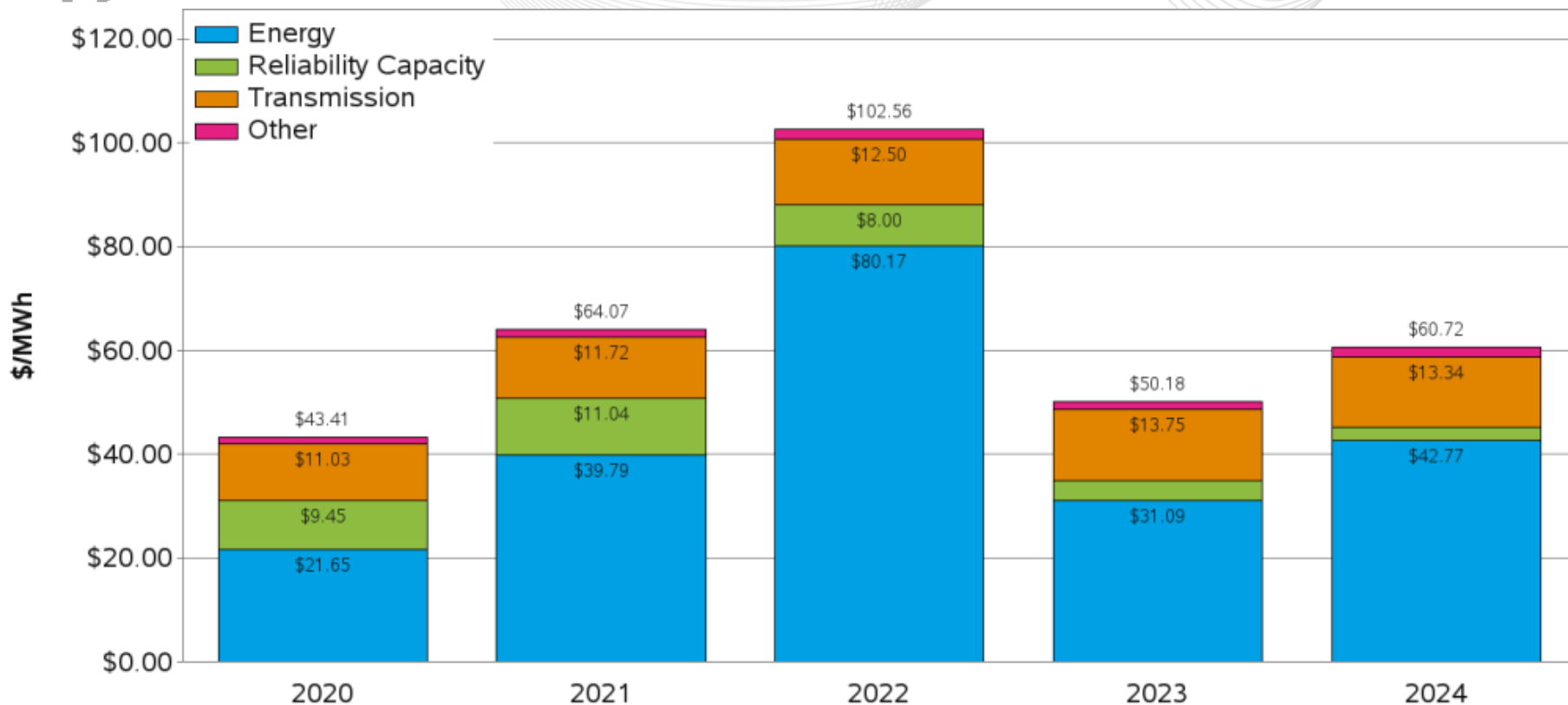
MC Webinar

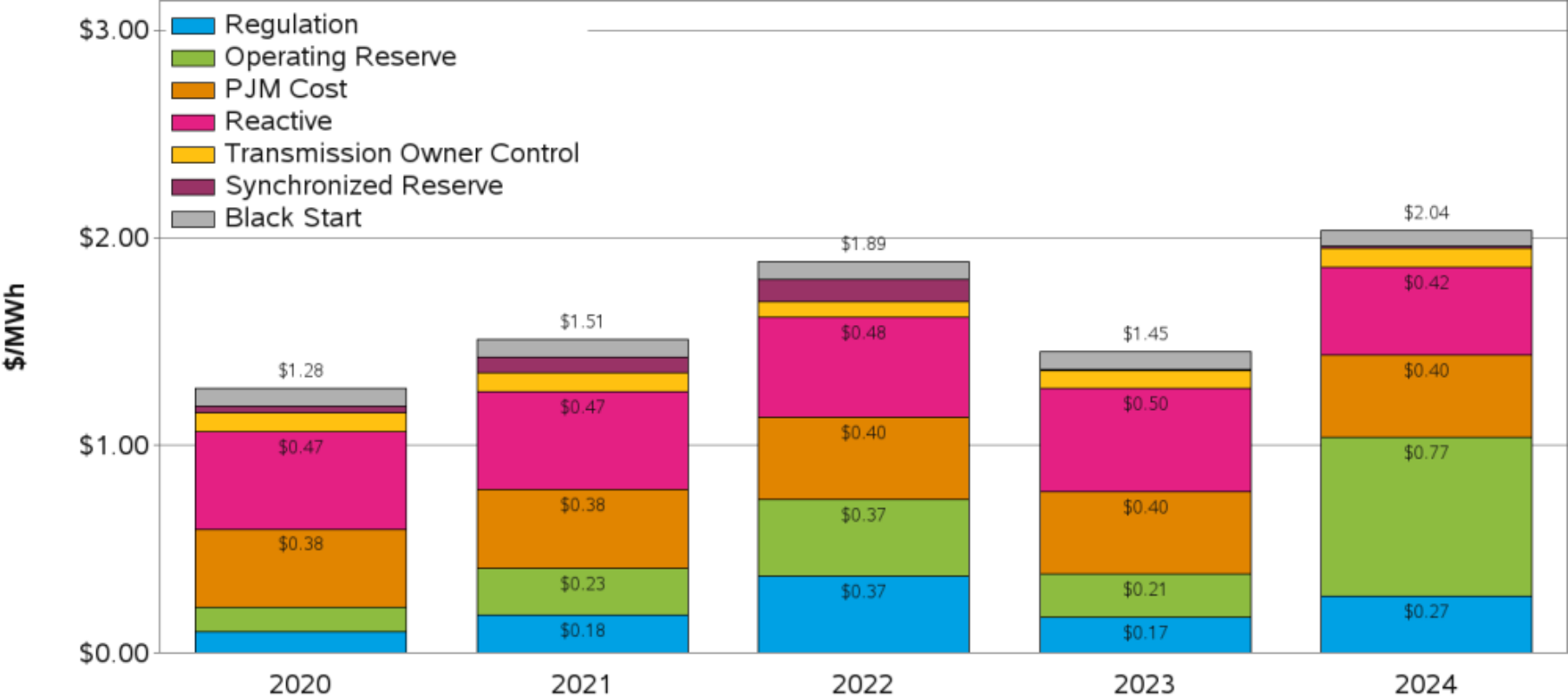
February 20, 2024

- PJM Wholesale Cost in 2024 is \$60.72/MWh, up from full-year 2023 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 8- 22)
- In January, temperatures fluctuated above and below average for most of the month. The sum of Heating and Cooling Degree Days was below its historic average. (Slides 8-10)
- Energy use was above its historic average for January. (Slides 8-10)
- In January, uplift exceeded \$800,000 on eight days. (Slides 26 & 27)

- Load-weighted average LMP for 2024 is \$42.77/MWh: (Slides 35-37)
 - January 2024 was \$42.77/MWh, which is higher than January 2023 (\$35.80/MWh) but considerably lower than January 2022 (\$69.10/MWh).
- There were ten 5-minute intervals that experienced shortage pricing in January. (Slides 34, Report Appendix)
- FTR revenue adequacy for the month of January is 100% and the 2023-2024 Planning Year is currently funded at 100%. (Slides 52-55)
- Congestion values in January are up when compared to 2023. (Slide 53)
- Regulation and Synchronized Reserve market costs have generally tracked with energy prices over time. (Slides 69-71)

Markets Report

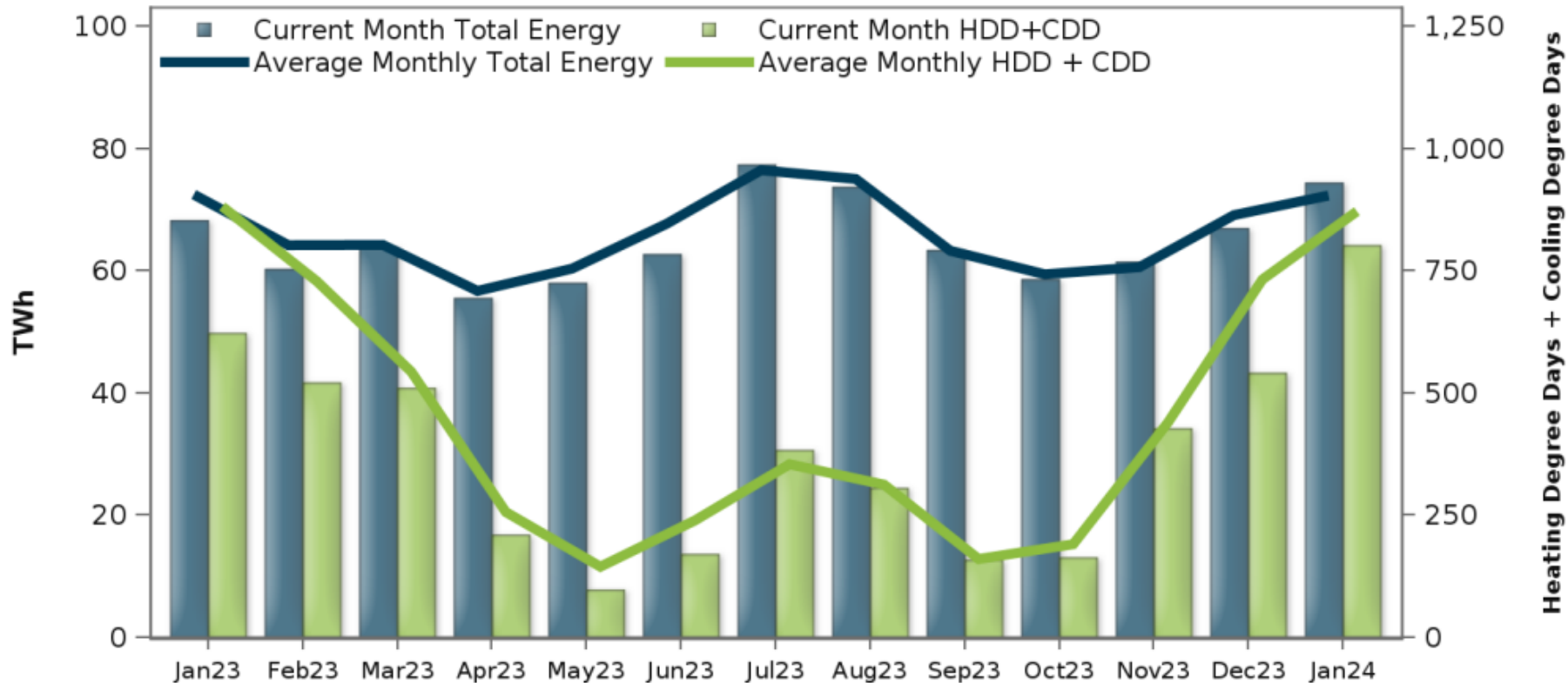




Market Conditions

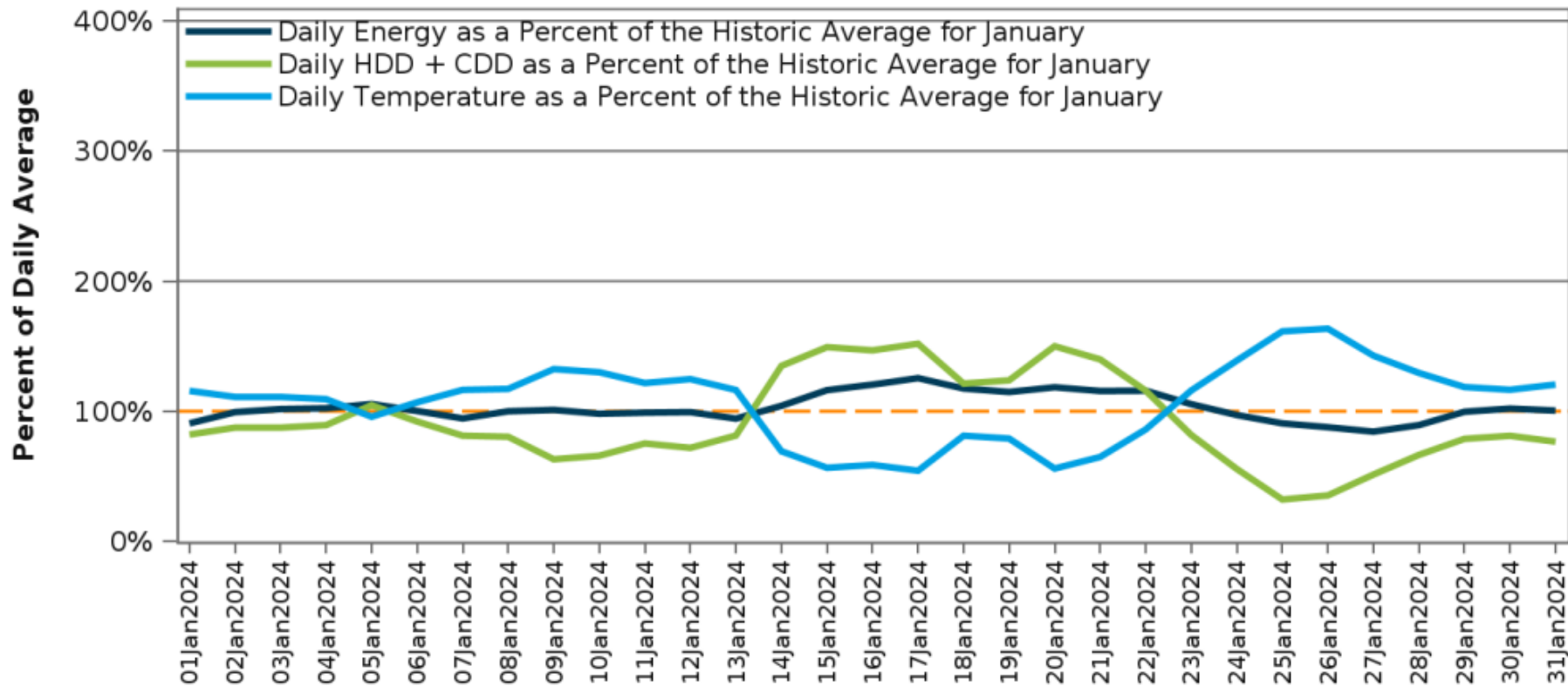
- The weather parameter shown in the following slide is a monthly sum of daily Heating Degree Days (HDD) and Cooling Degree Days (CDD).
- Degree days represent a deviation from a baseline temperature, in this case 60 degrees for HDD and 65 degrees for CDD. As temperatures get more extreme, colder or 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, 2020. Averages include load data for all of TO zones in the current RTO footprint.

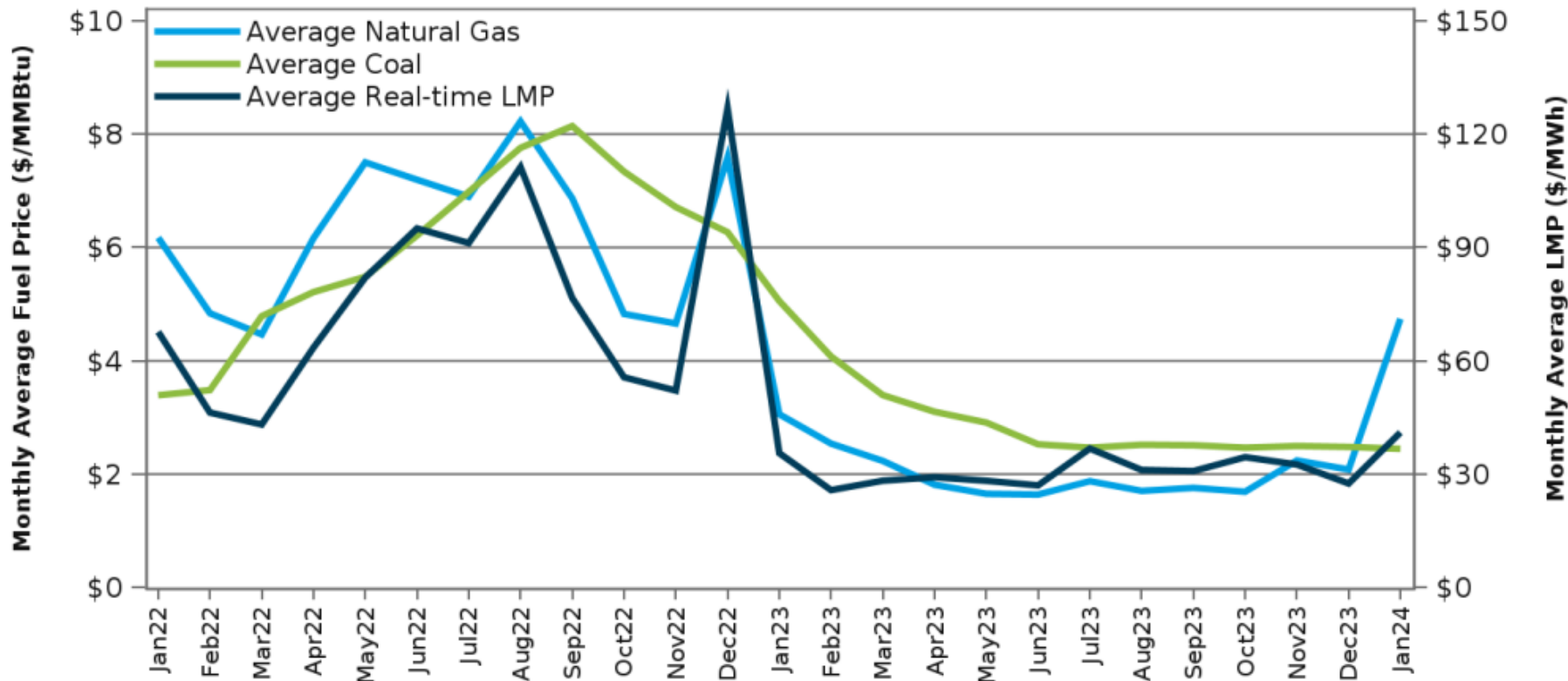
Historic Average Weather and Energy versus Current Month



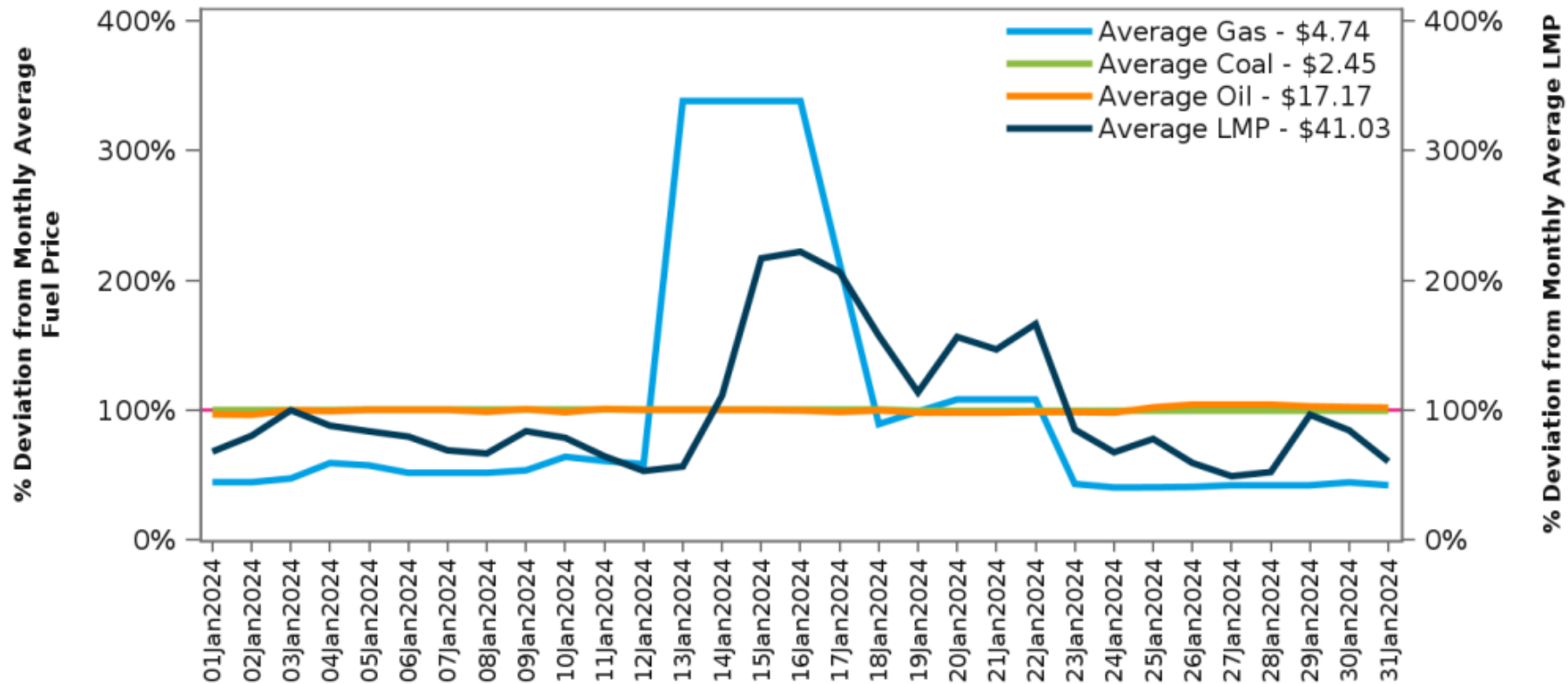


Historic Average Weather and Energy versus Current Month - Daily





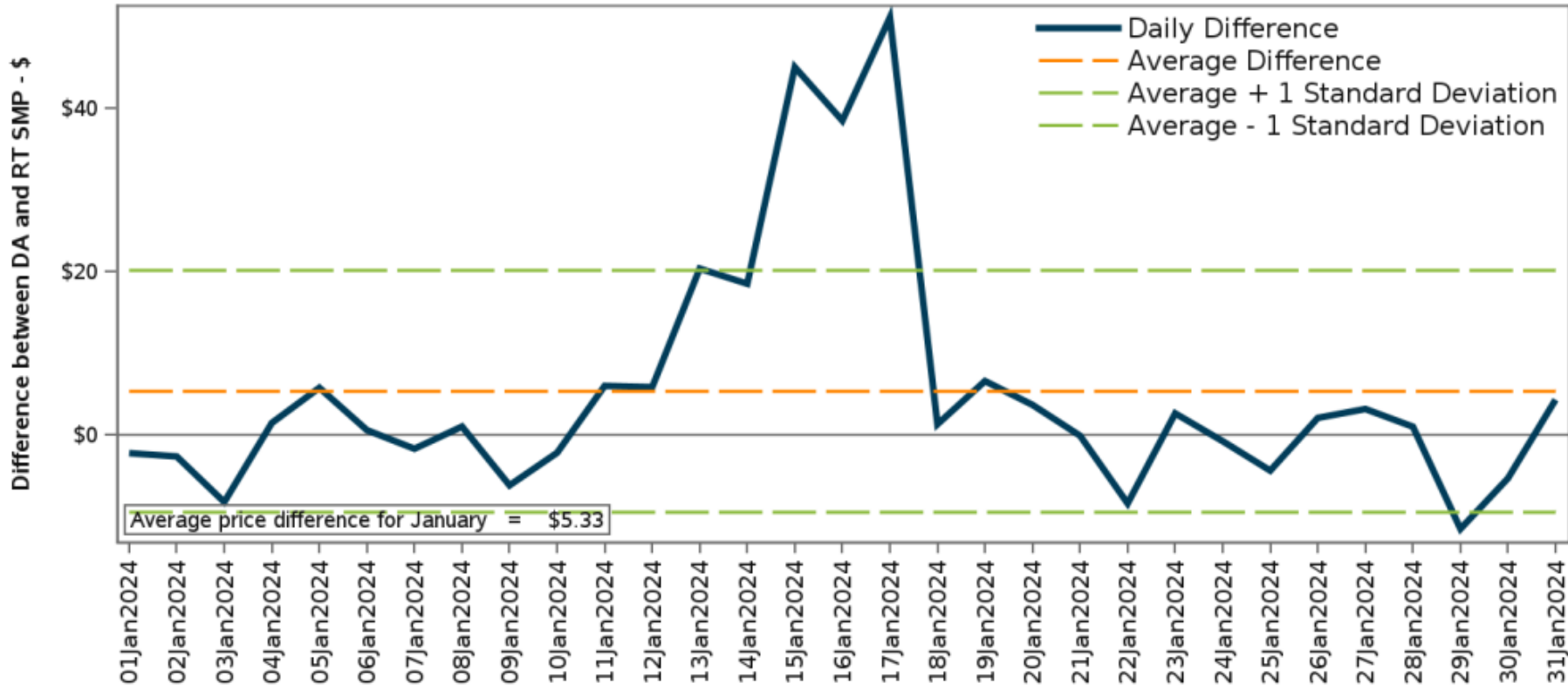
Fuel Price Source: S&P Global Platts



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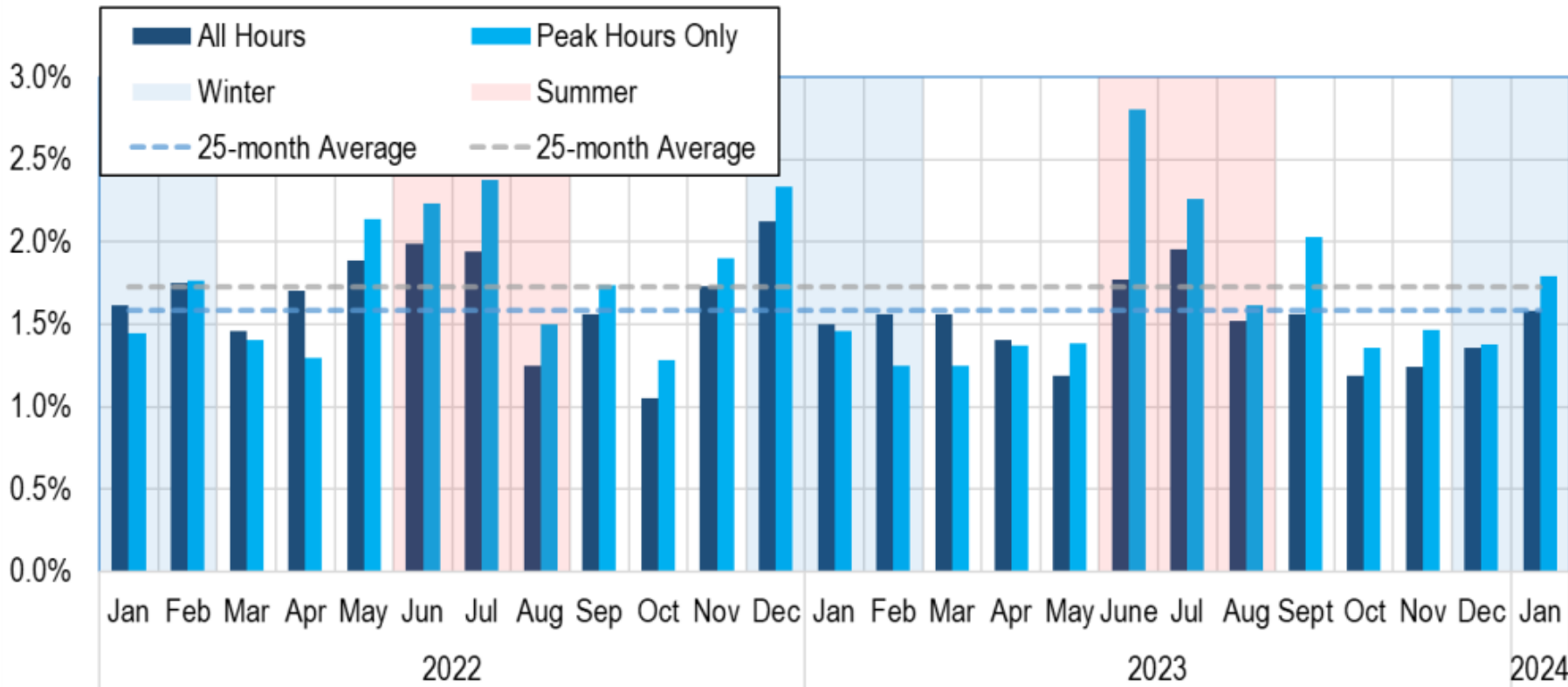


Daily Difference Between Day-Ahead and Real-Time System Marginal Prices

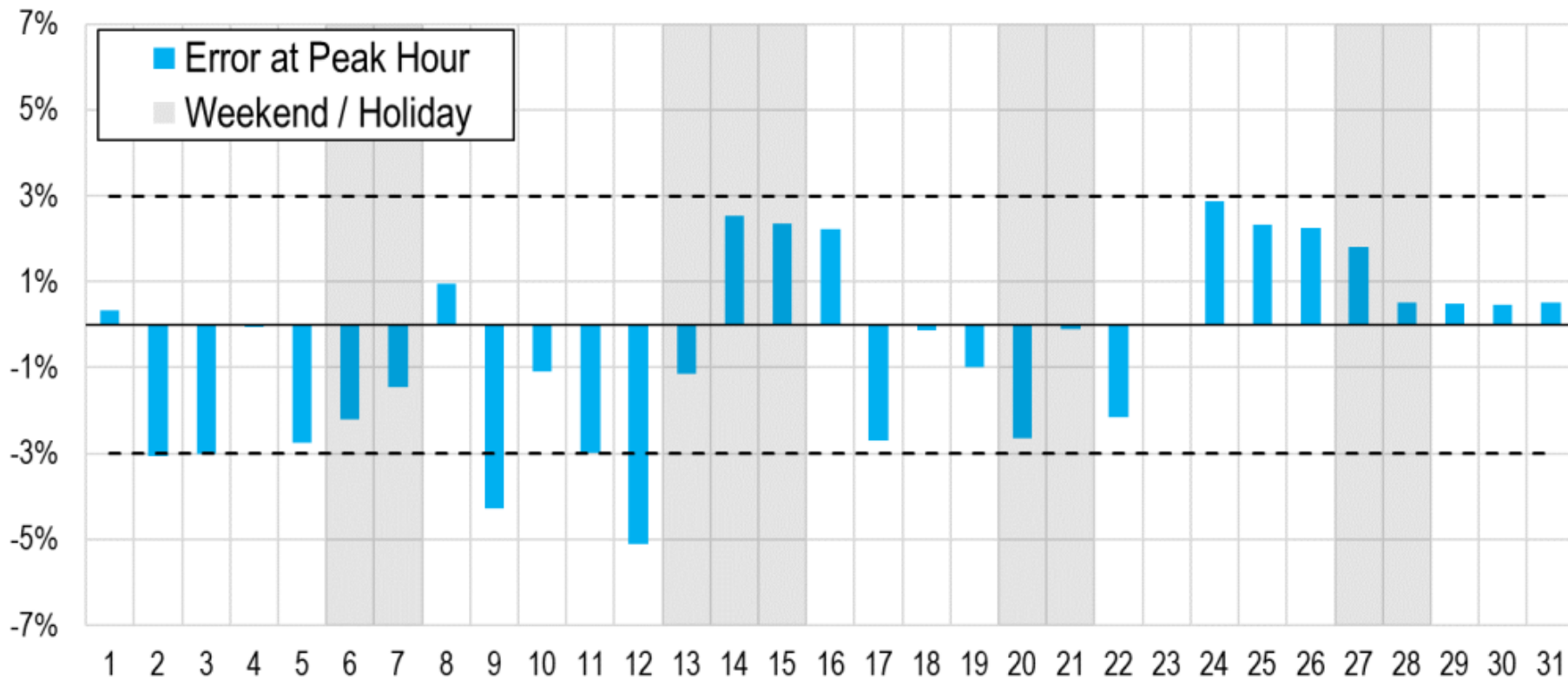


Positive values represent days when the DA daily average price was higher than RT. Negative values represent days when the DA price was lower.

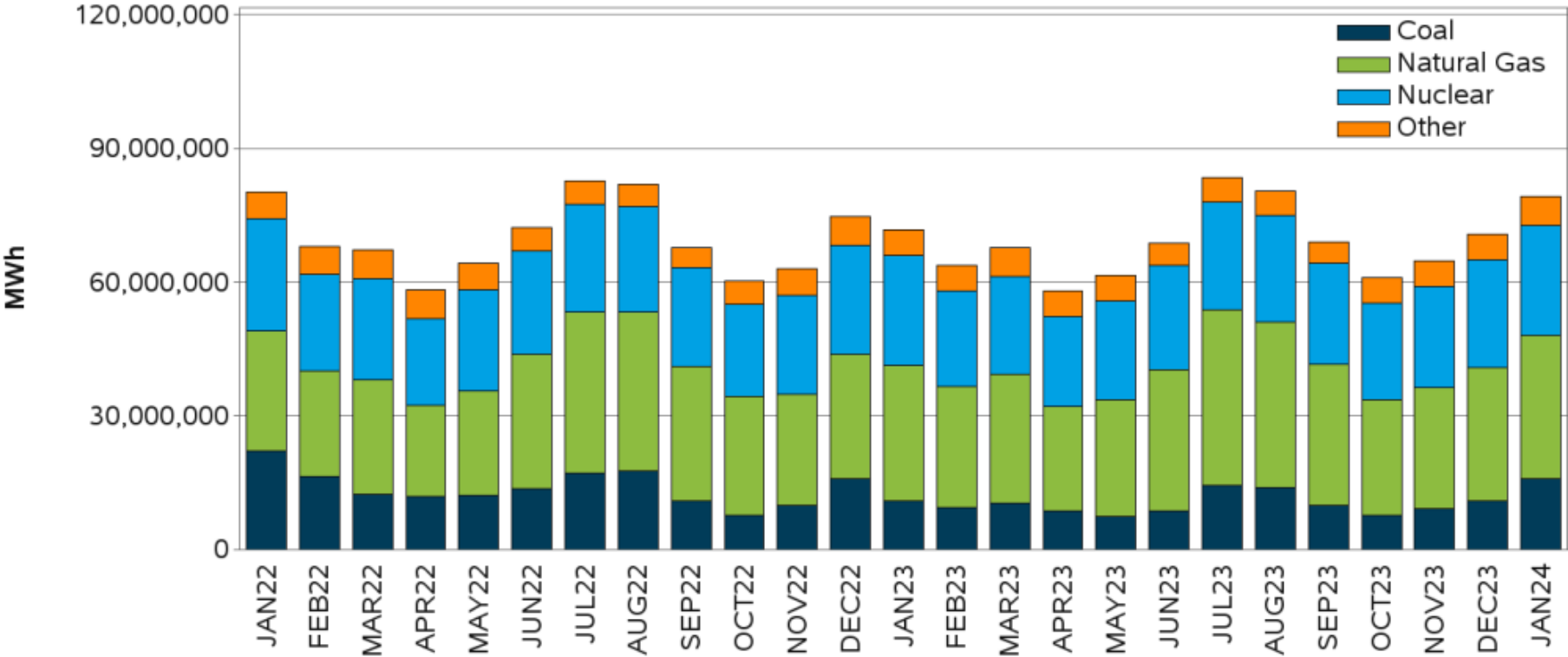
Load Forecast Error - Monthly Absolute Error, 10:00 Forecast



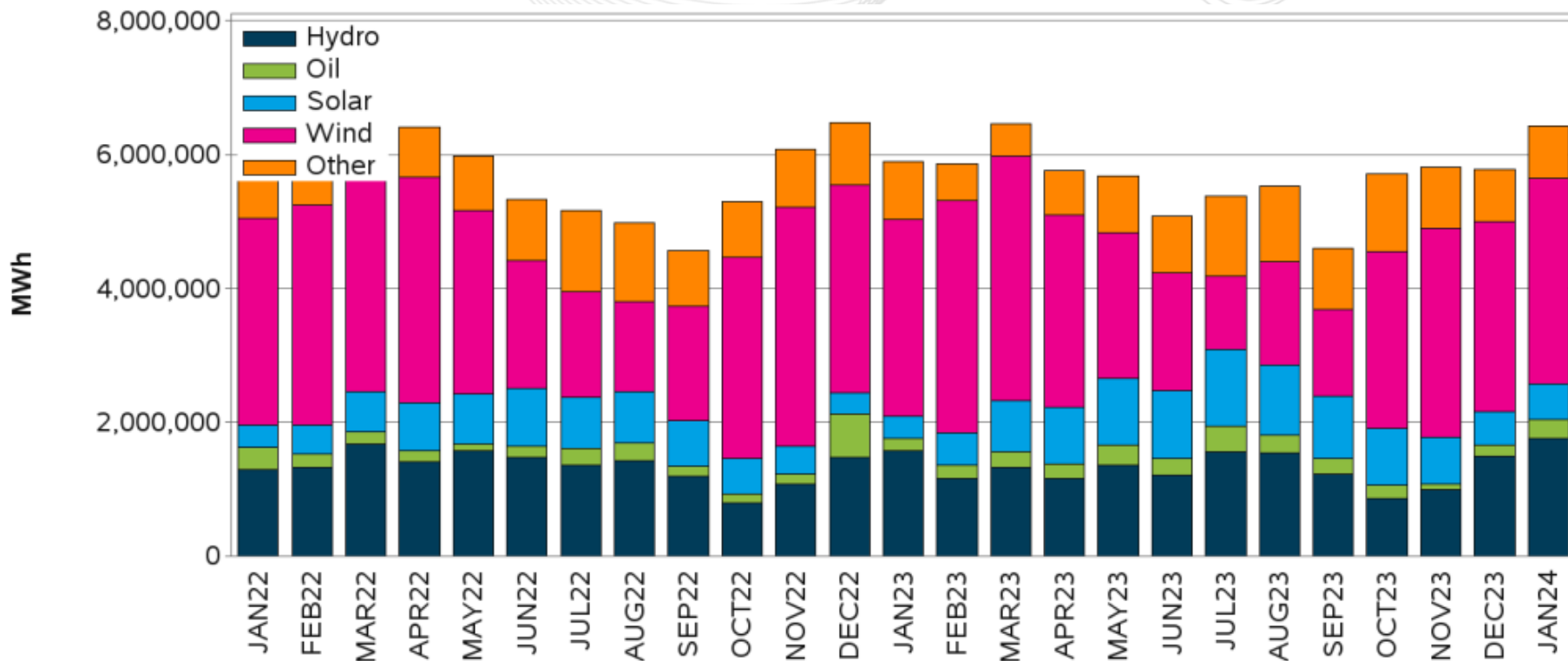
Load Forecast Error - January Daily Peaks, 10:00 Forecast



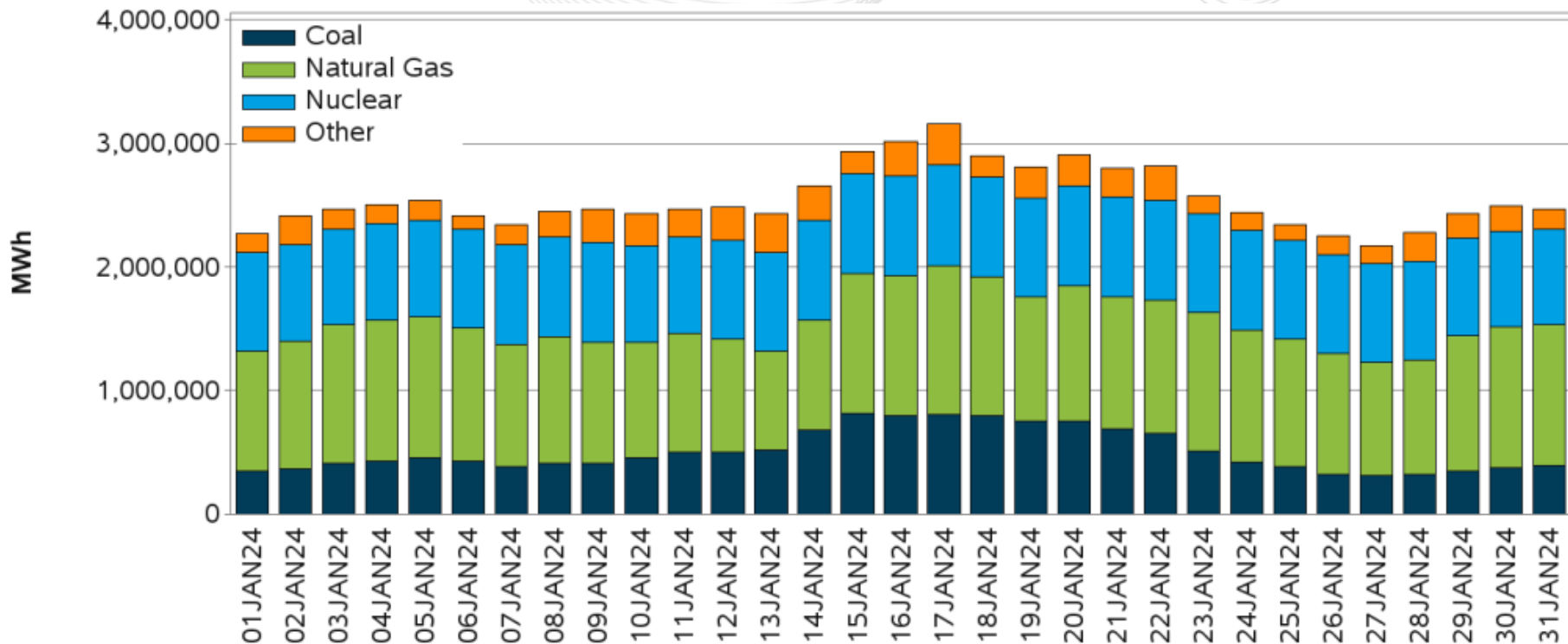
- PJM prepares a day-ahead load forecast at 10:00 am for use by our members.
 - 1/2 (Tuesday): forecast was underforecast due to temperatures which came in cooler than forecast, leading to higher load than expected by load models.
 - 1/3 (Wednesday): forecast was underforecast due to temperatures which came in cooler than forecast, leading to higher load than expected by load models.
 - 1/9 (Tuesday): day was under-forecast due to impacts from widespread, moderate rainfall across entire footprint. Increased lighting load combined with lack of BTM generation led to higher than forecast error. “Peak” actually occurred at 11AM, so error comes off higher than typical.
 - 1/12 (Friday): Under-forecast due to temperature forecast error; temperatures came in 2-3F cooler than forecast for larger regions, leading to higher load overnight and at morning peak. Missed overnight and morning peak, but forecast was more reasonable for remainder of day.
- 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.



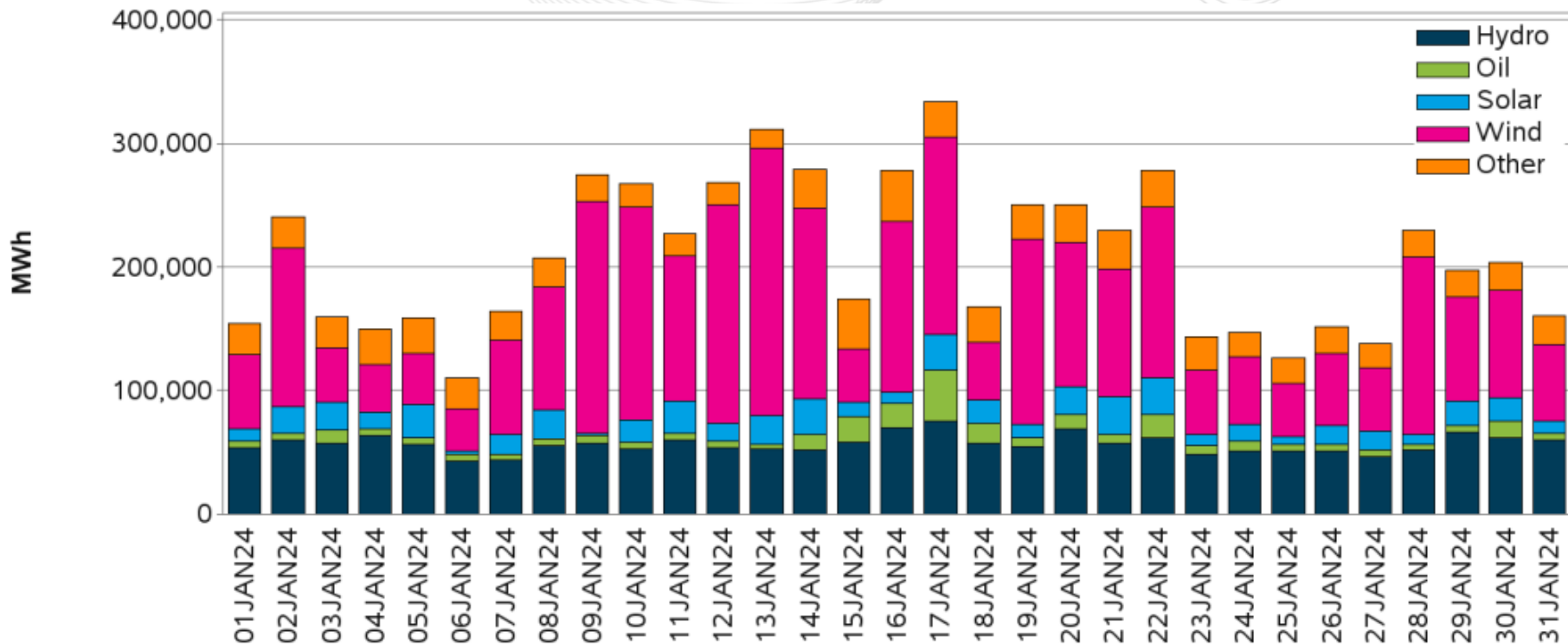
Other includes Hydro, Oil, Solar, Wind, and Other



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

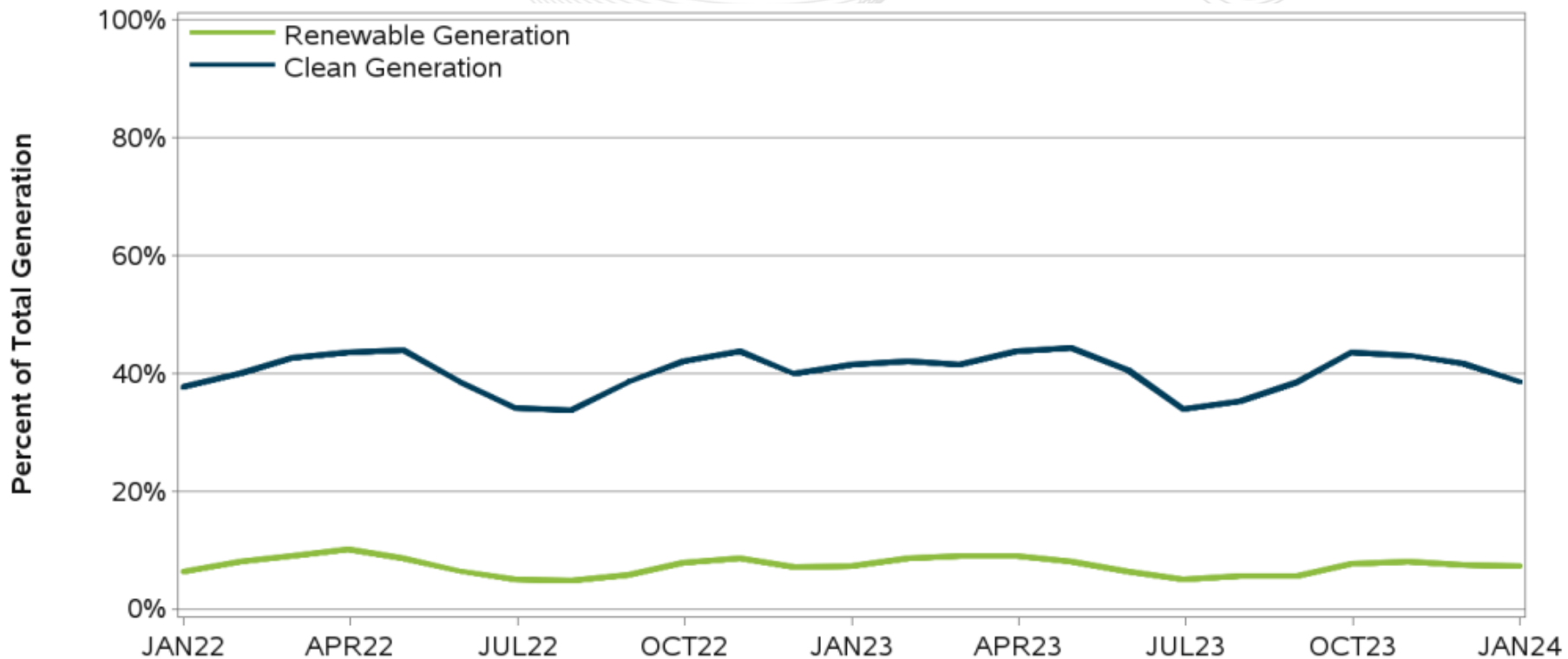


Other includes Hydro, Oil, Solar, Wind, and Other



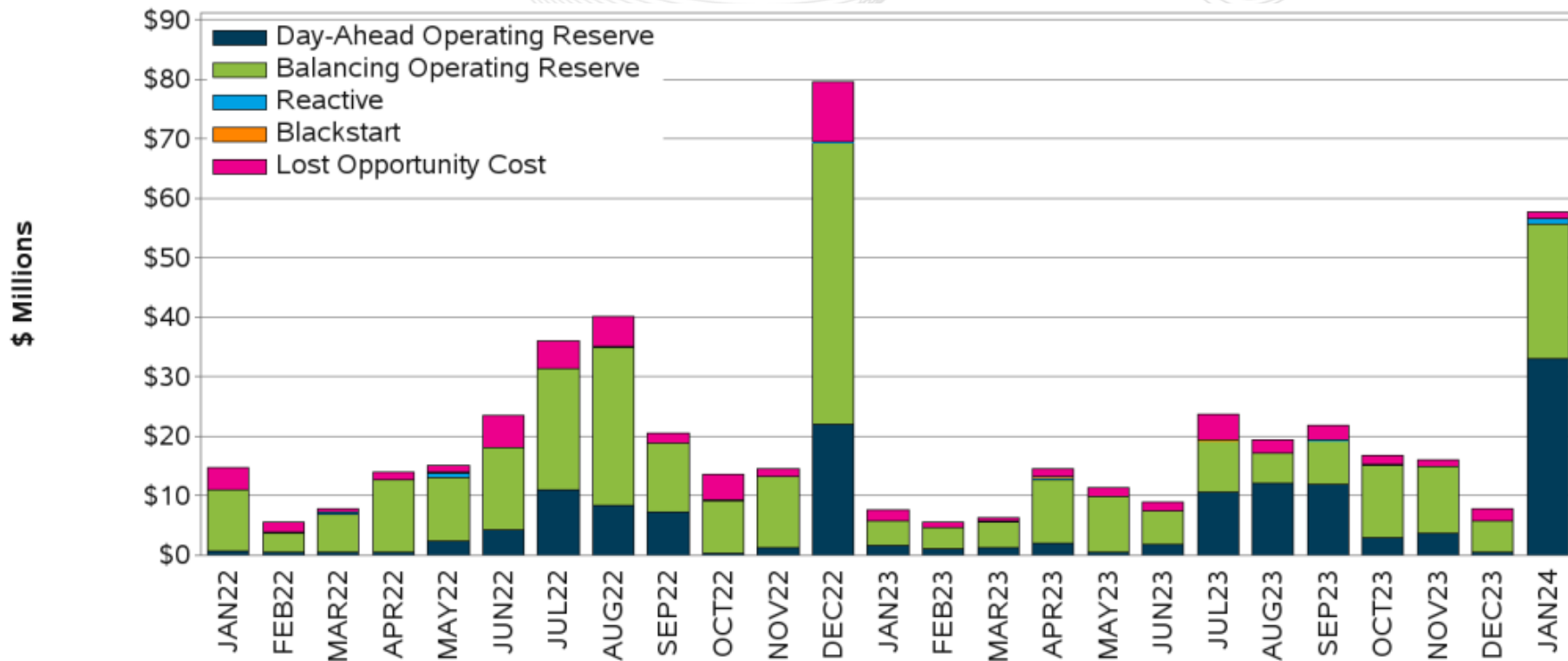
'Other' includes Flywheels, Multiple Fuels, Storage, and Other Renewables

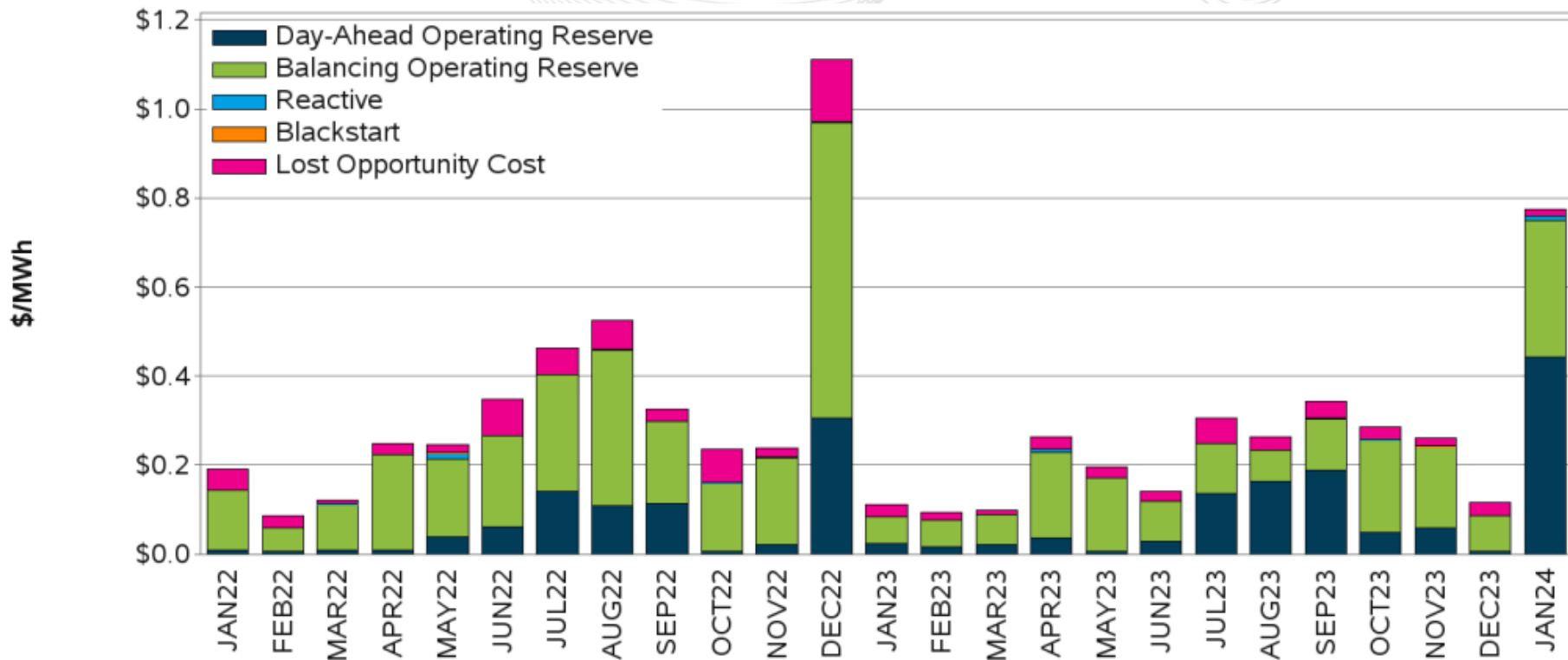
Percent of Renewable and Clean Generation

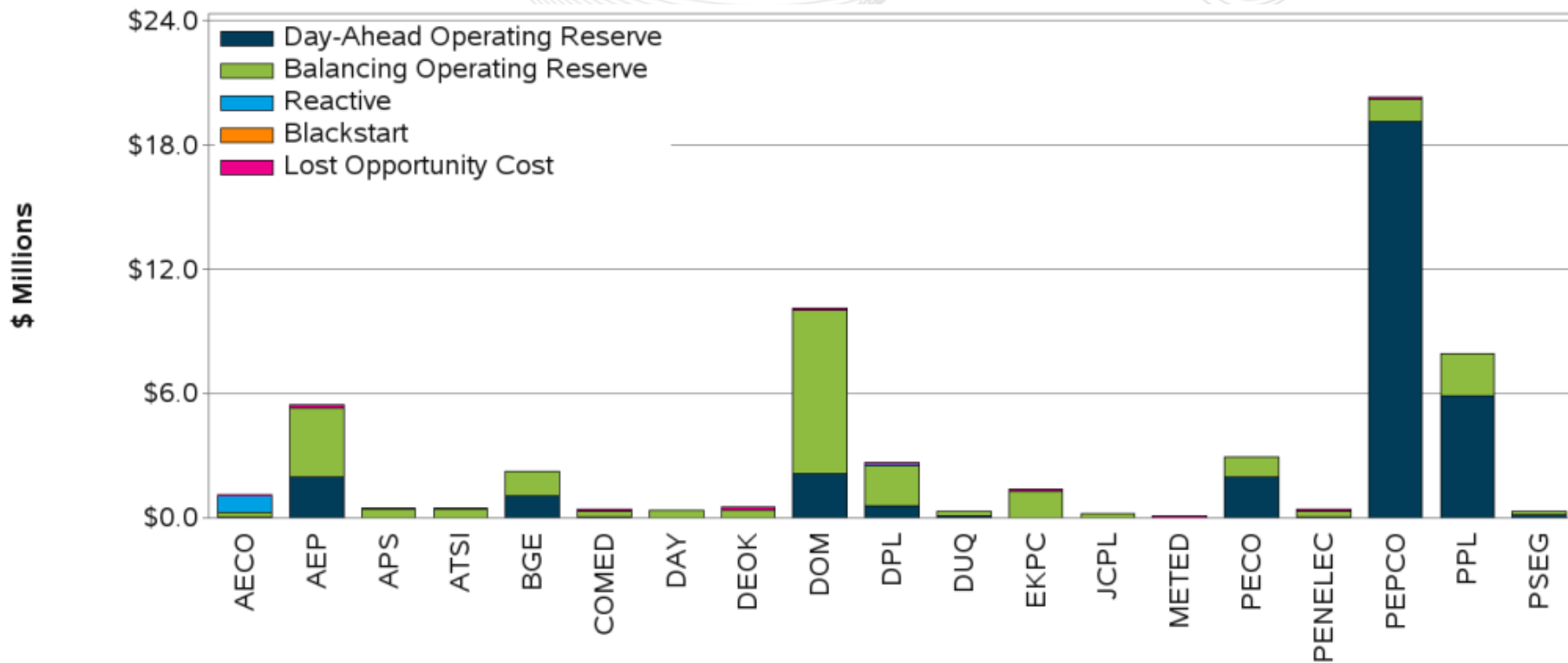


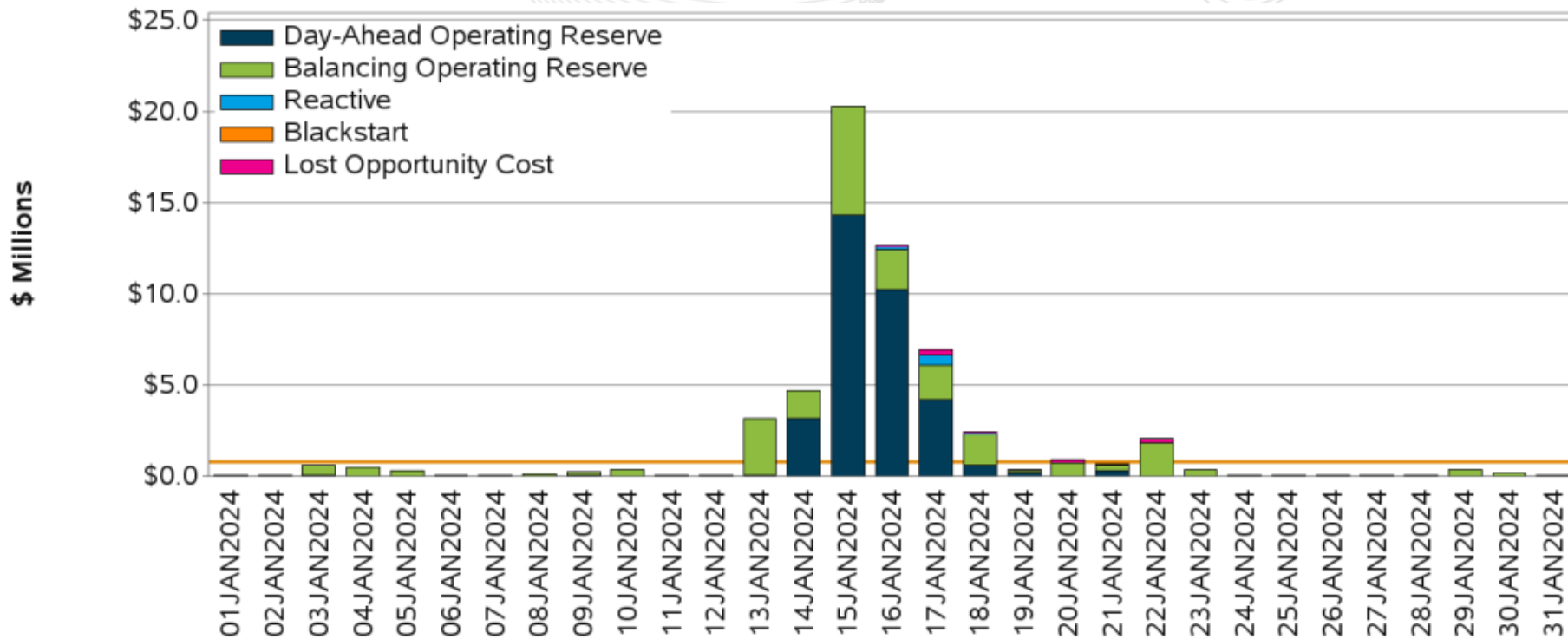
'Renewable' includes Wind, Solar, Hydro, and Other Renewables. 'Clean' includes Renewable and Nuclear.

Operating Reserve (Uplift)

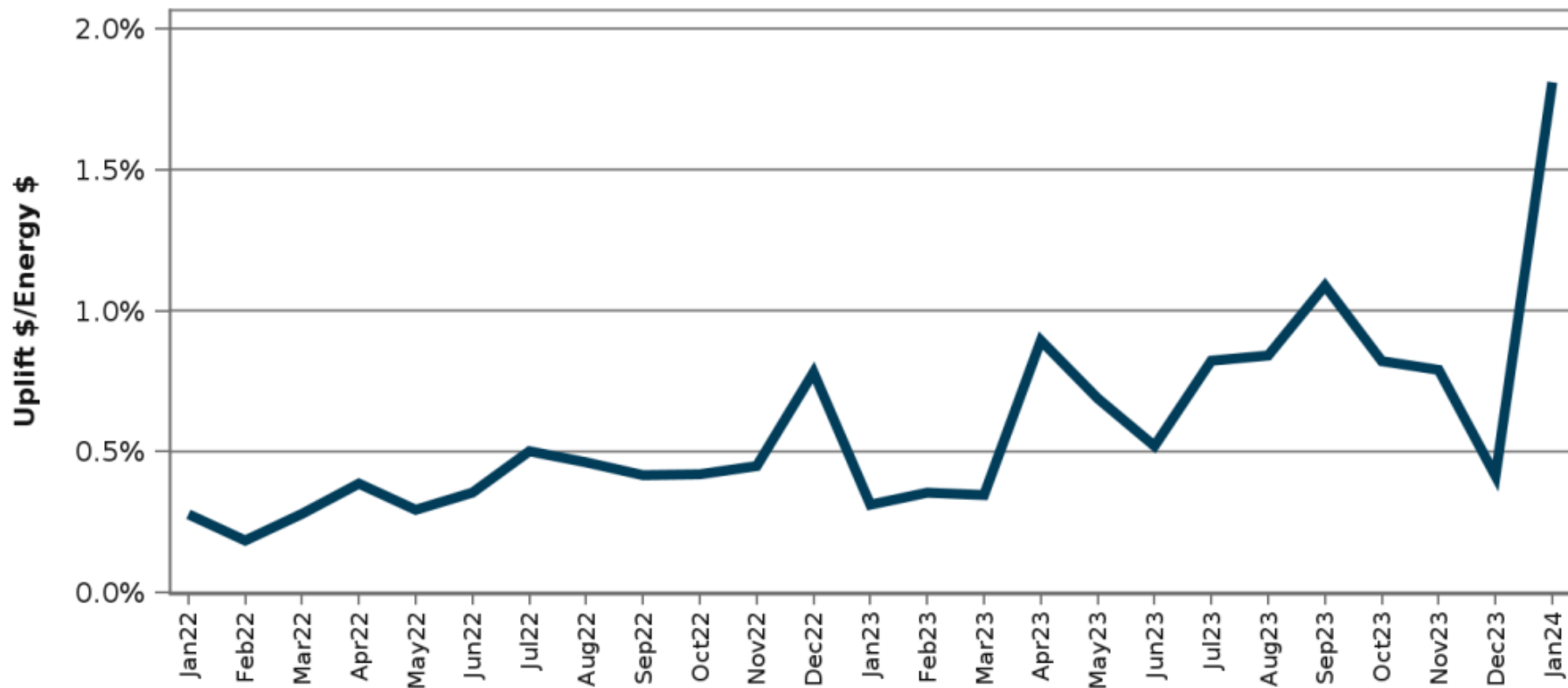




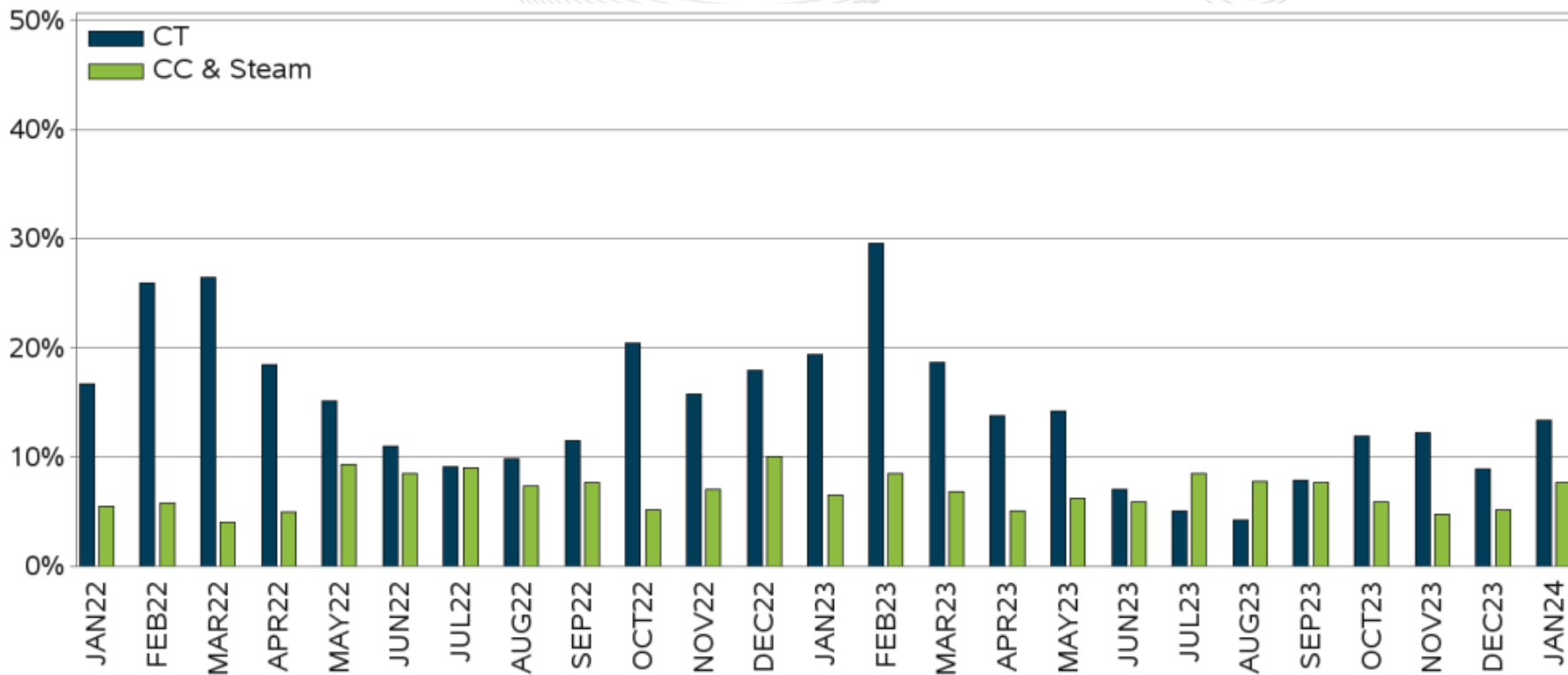




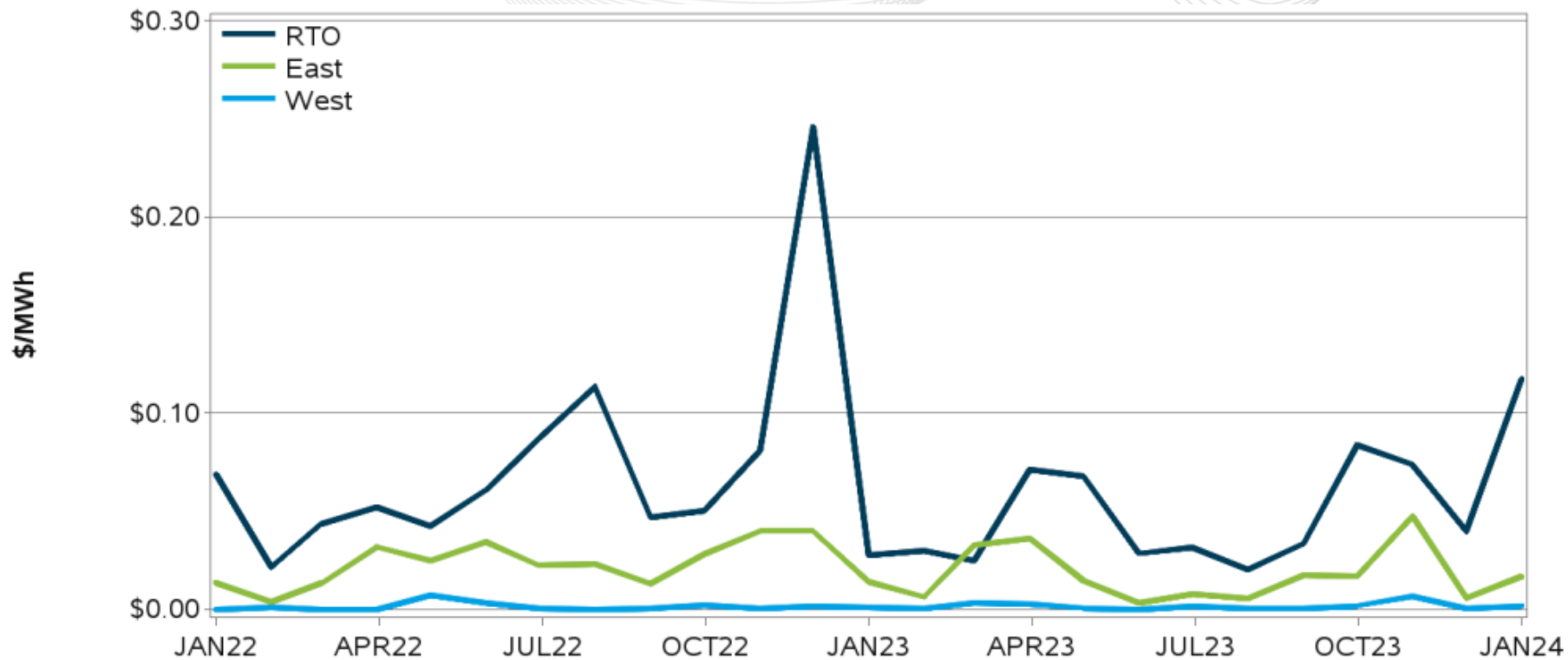
- In January, uplift exceeded \$800,000 on eight days -
- Contributing factors to uplift were:
 - Severe weather experienced during Winter Storm Gerri
- More information on Uplift can be found on the PJM website at [Drivers of Uplift](#)



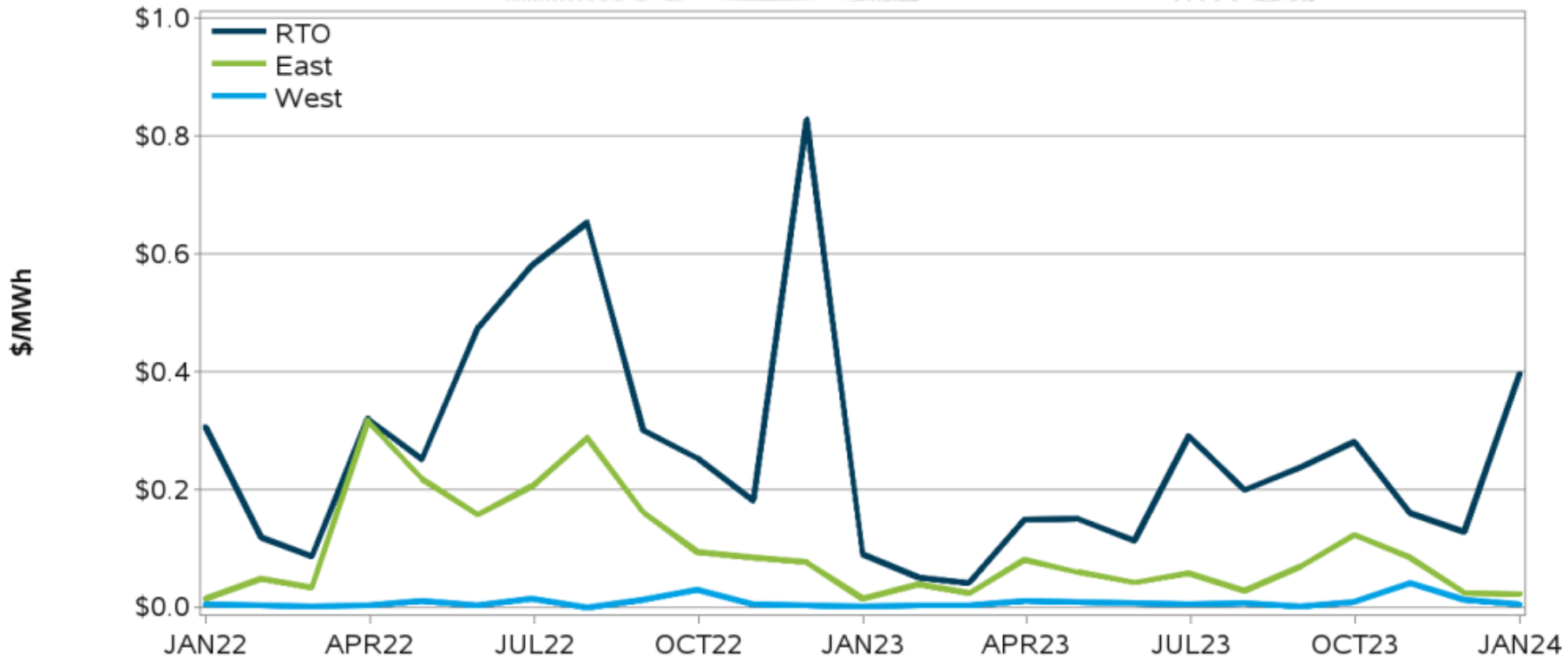
Percent of Total CT, CC and Steam Hours with LMP < Offer



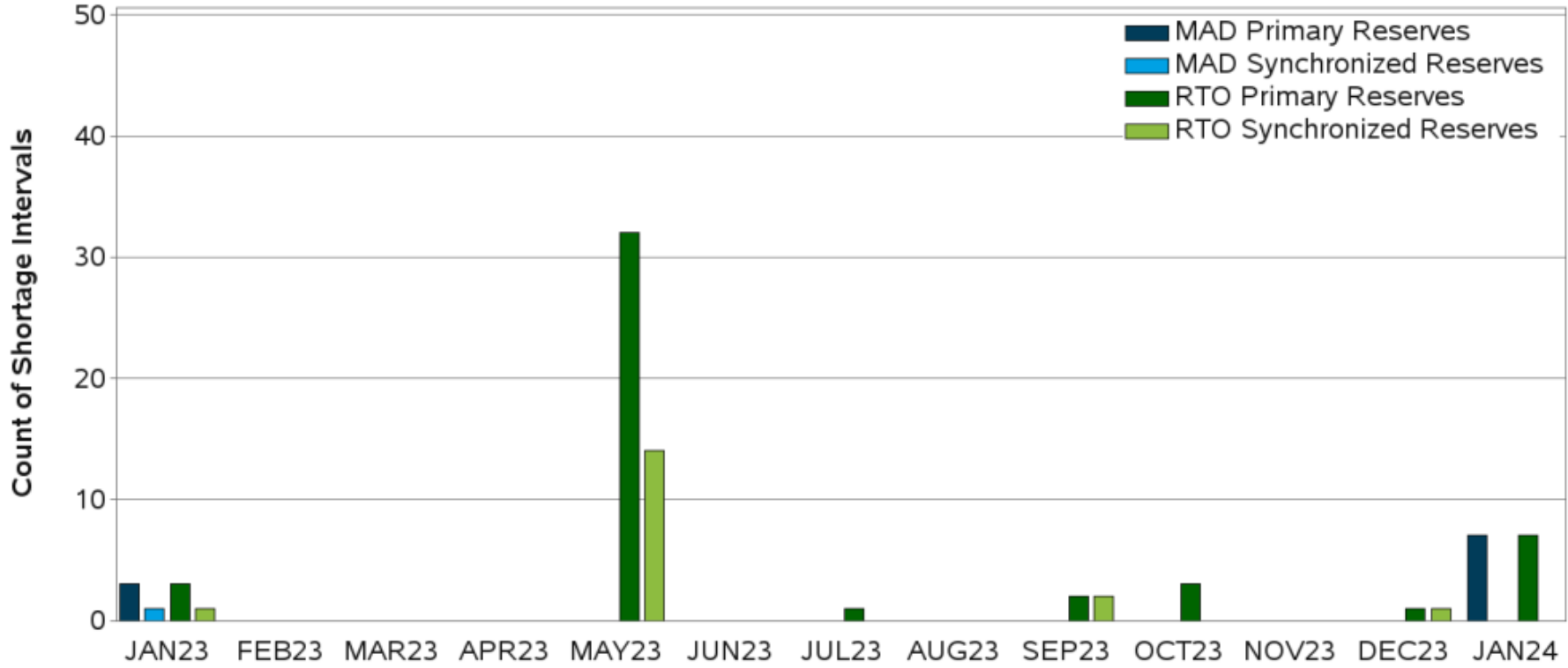
- Beginning in December 2008, the daily Balancing Operating Reserves (BOR) rate was replaced with six different BOR rates: RTO BOR for Reliability Rate, RTO BOR for Deviations Rate, East BOR for Reliability Rate, East BOR for Deviations Rate, West BOR for Reliability Rate, West BOR for Deviations Rate.
- 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.



Deviations Balancing Operating Reserve Rates

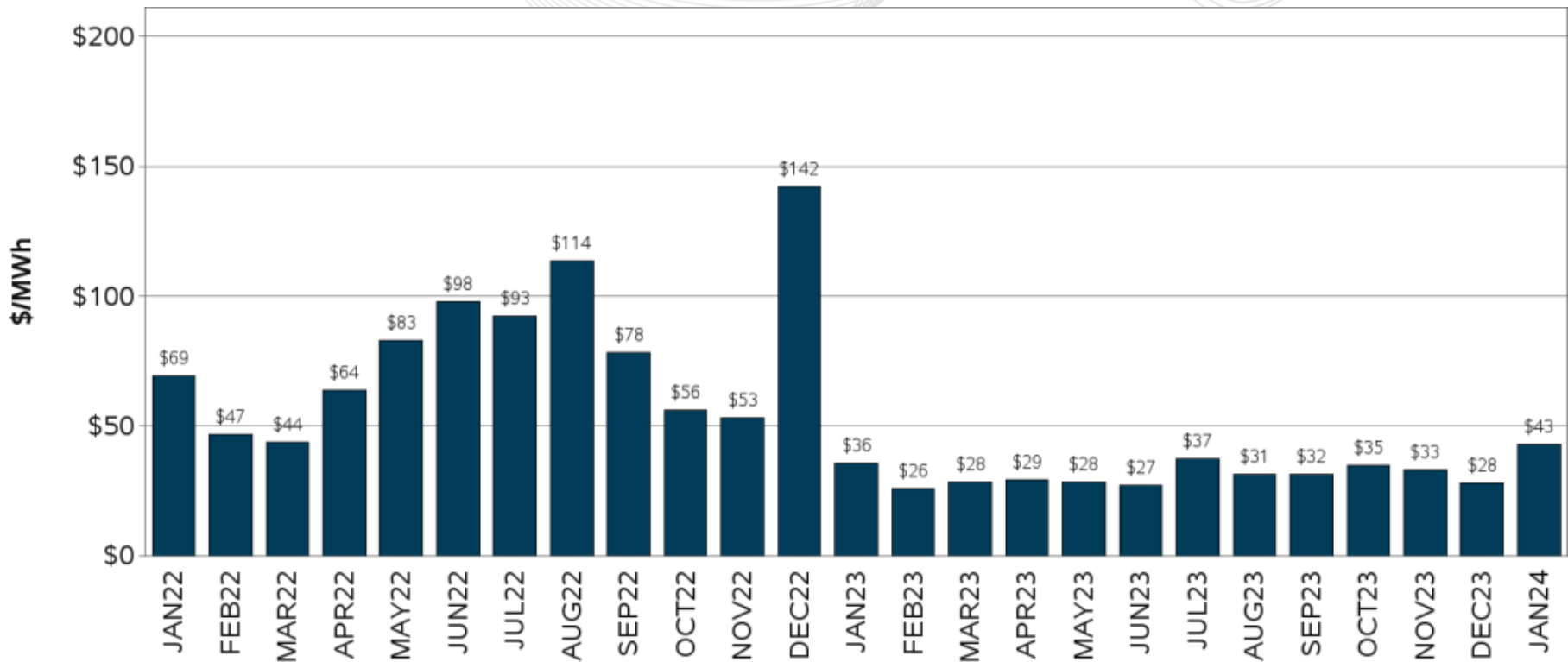


Energy Market LMP Summary

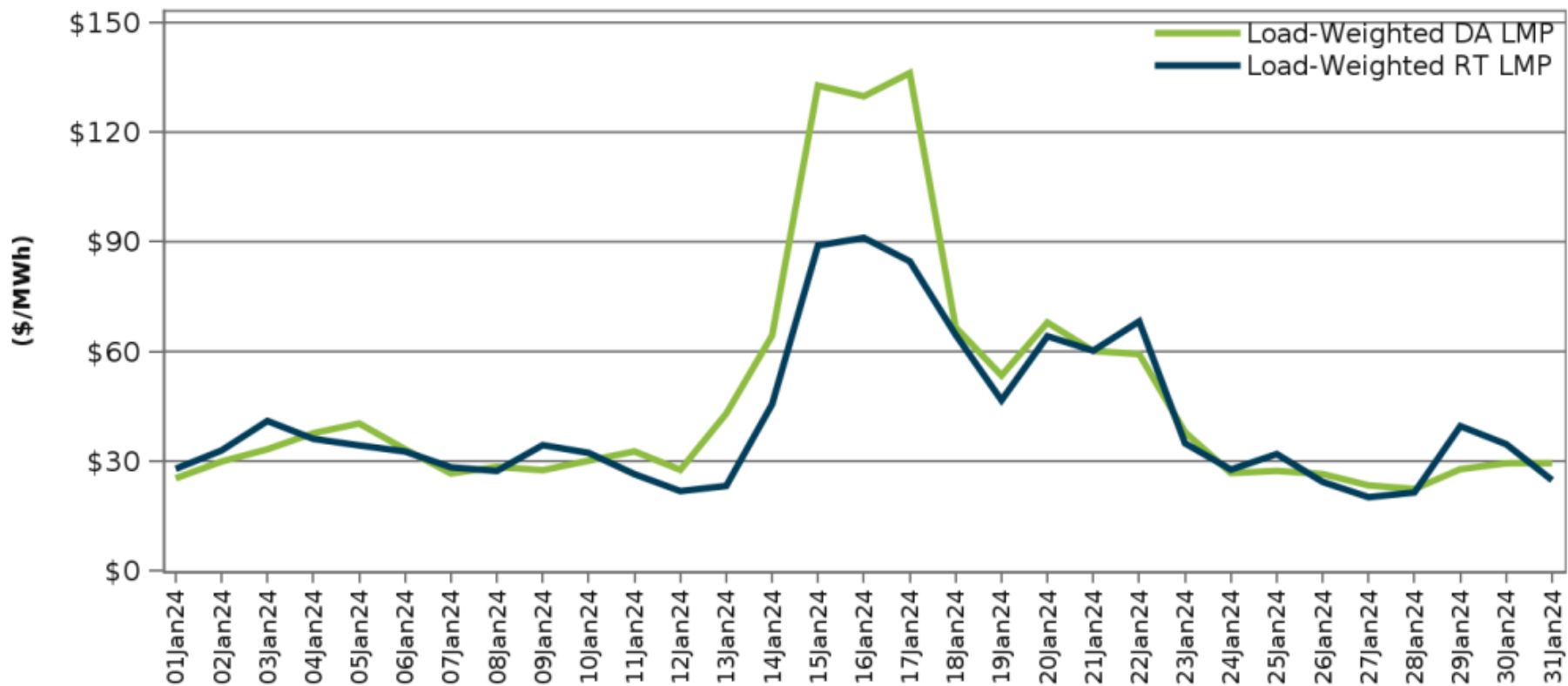


[Information on constraints and shadow prices can be found here](#)

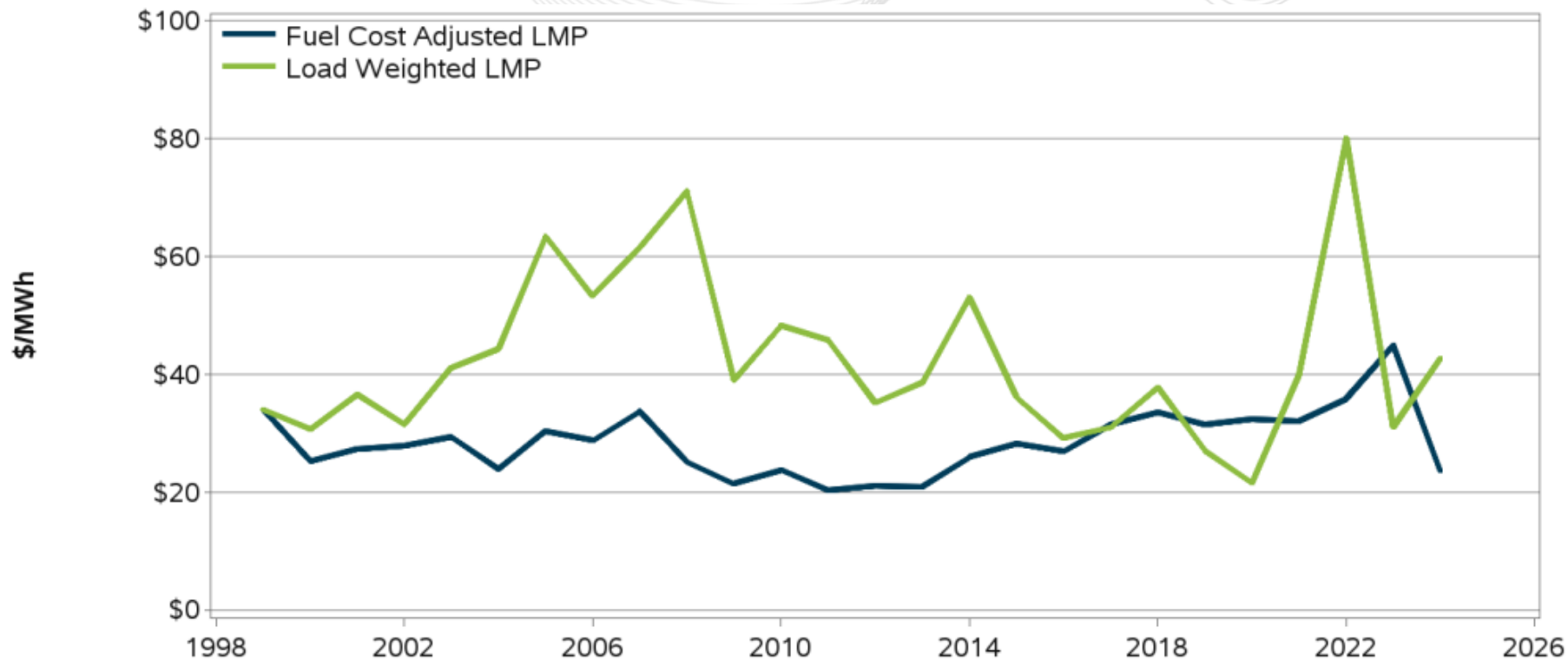
Monthly Load-Weighted Average Real-time LMP

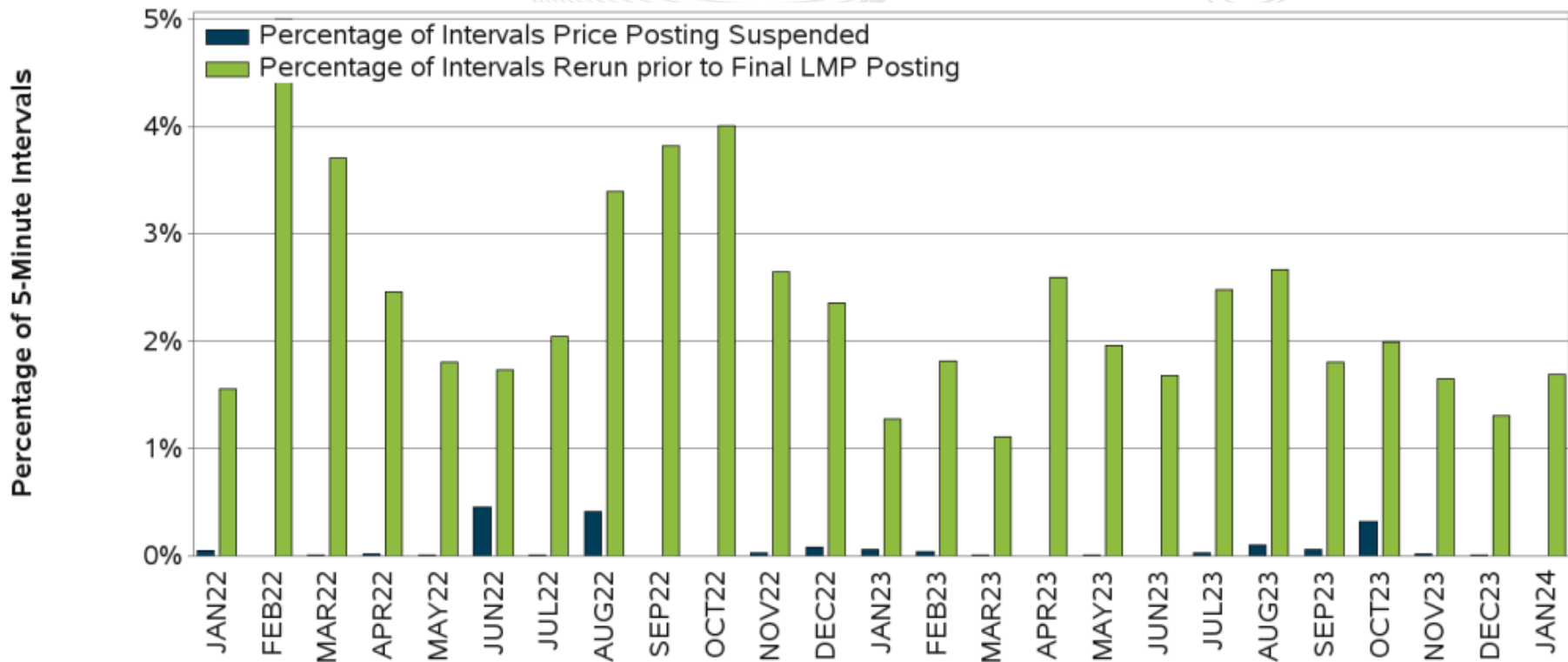


Daily Load-Weighted Average DA & RT LMP



Fuel Cost Adjusted LMP (Referenced to 1999 Fuel Prices)



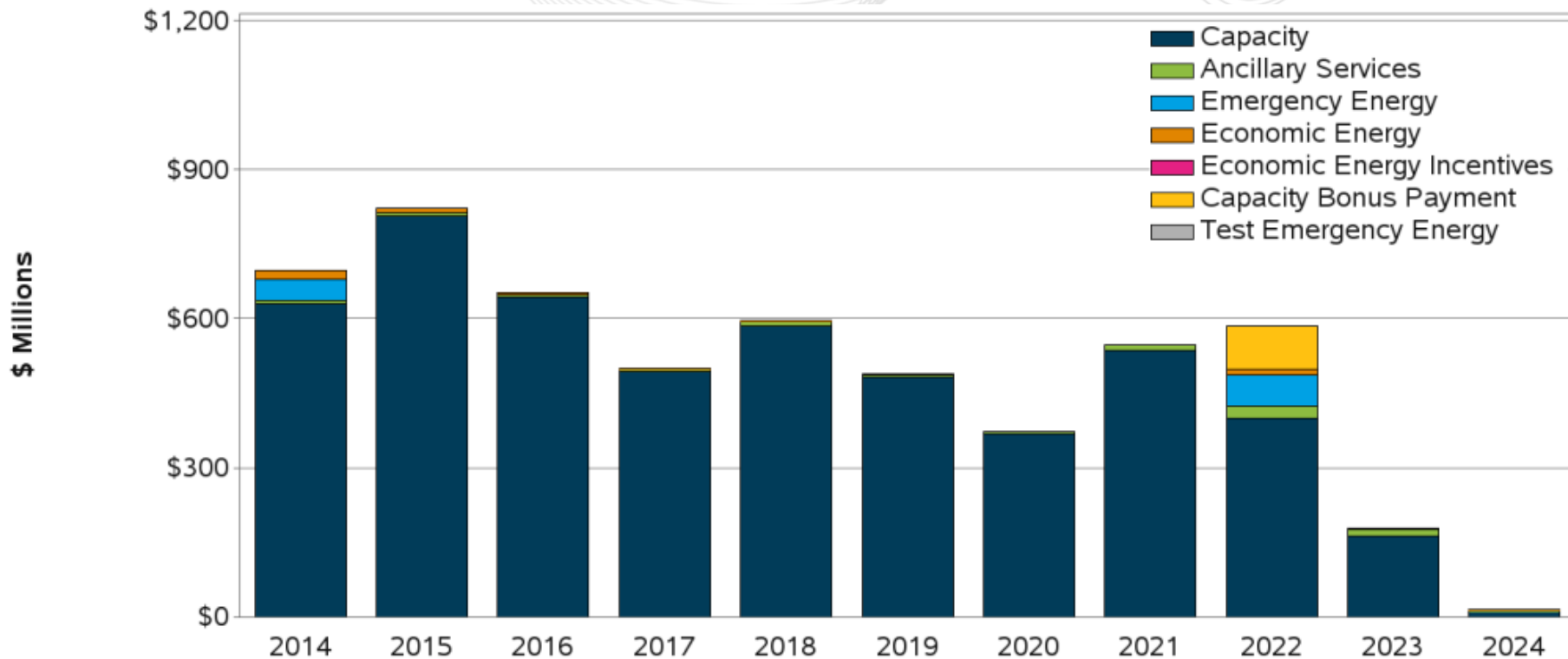


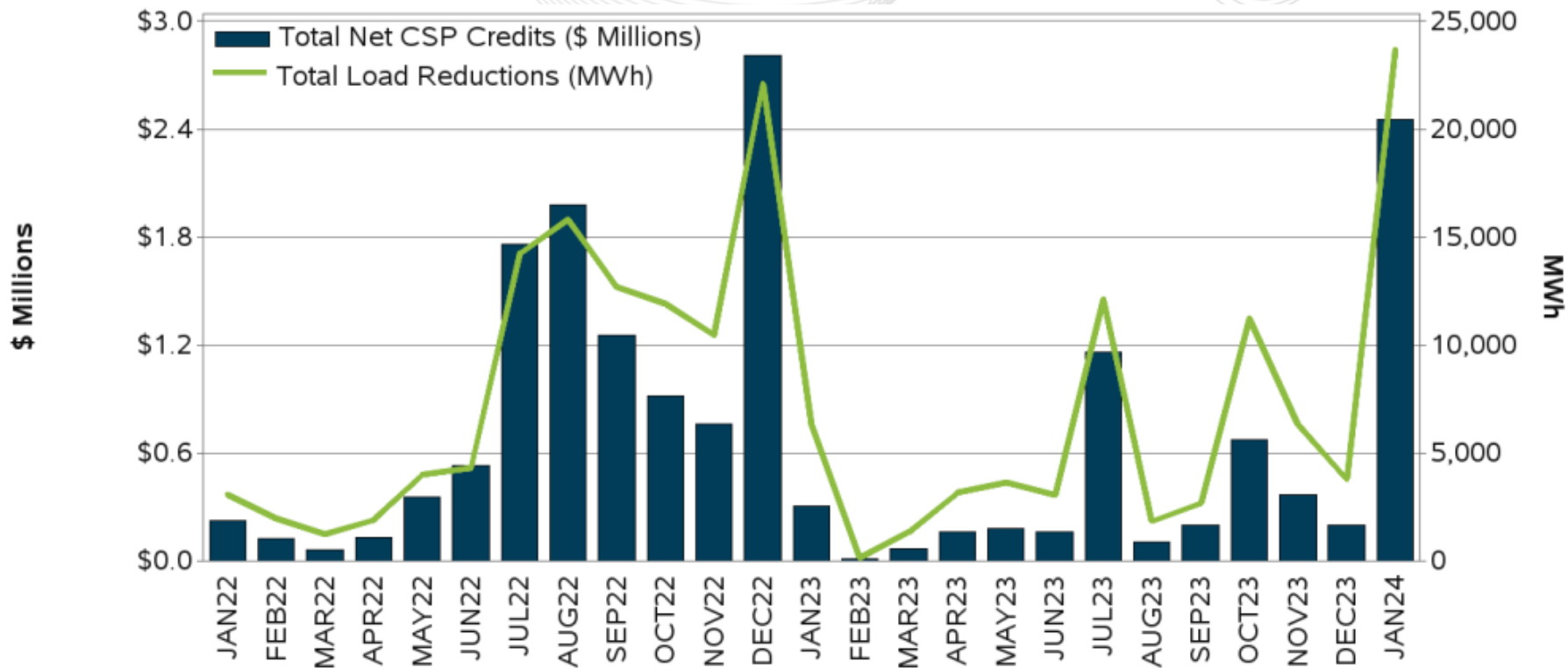
Spikes seen in March and April 2021 are incorrect and due to a software bug which has since been fixed.

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.



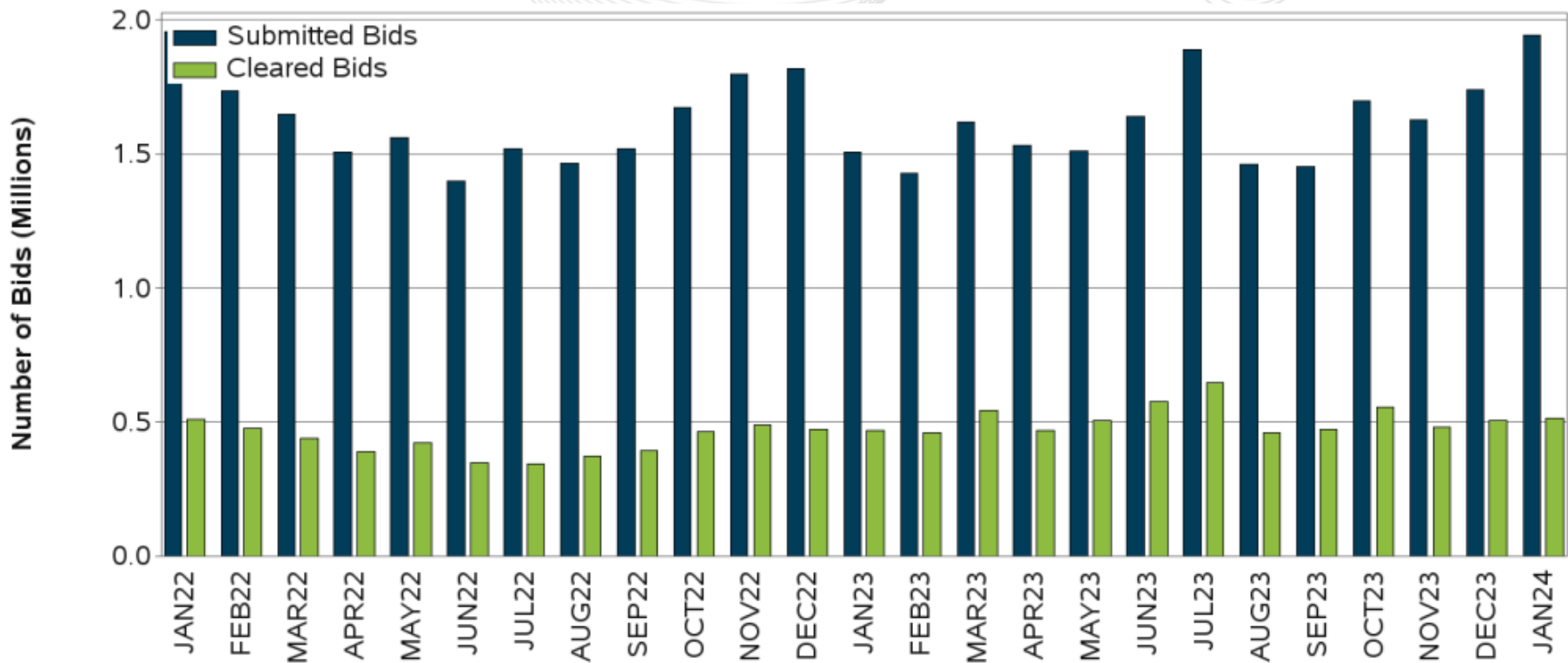
Total Registered MW in PJM's Economic Demand Response

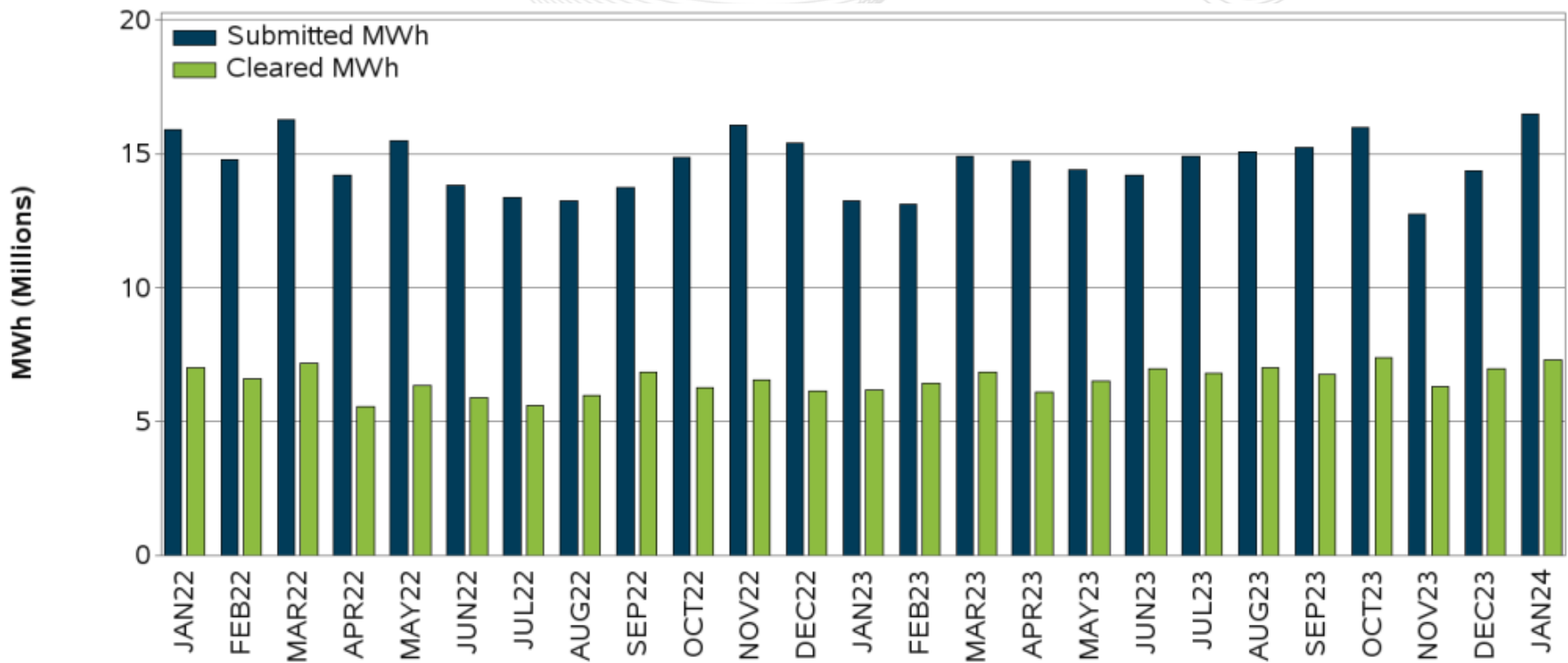


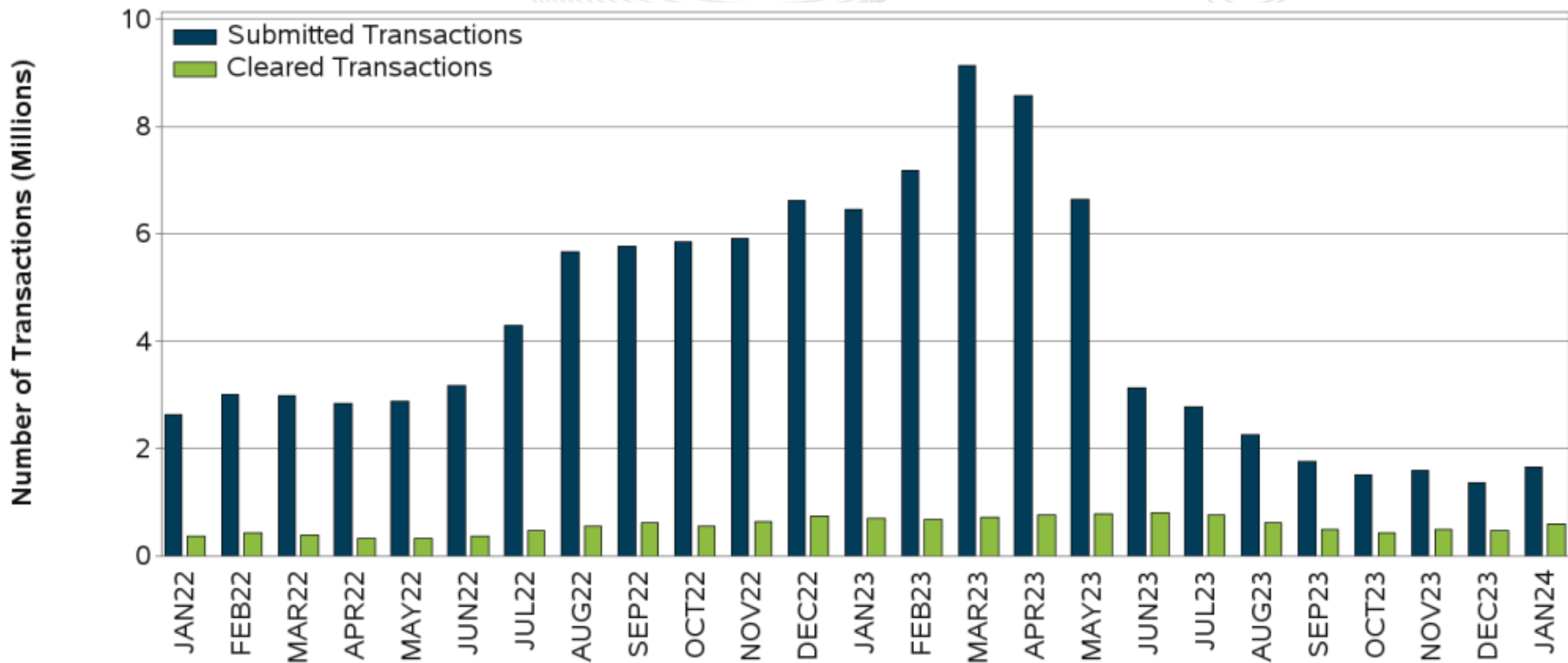
Energy Market

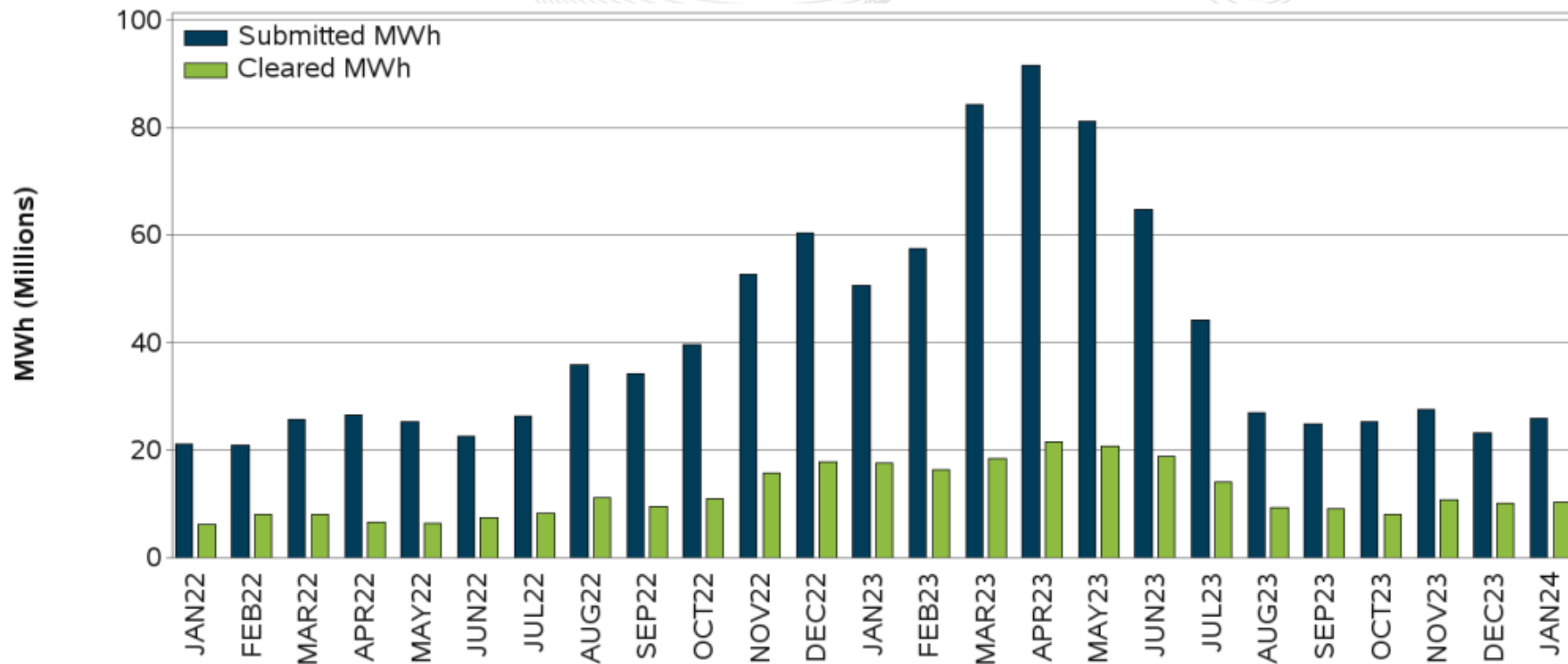
Virtual Activity Summary

- 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.

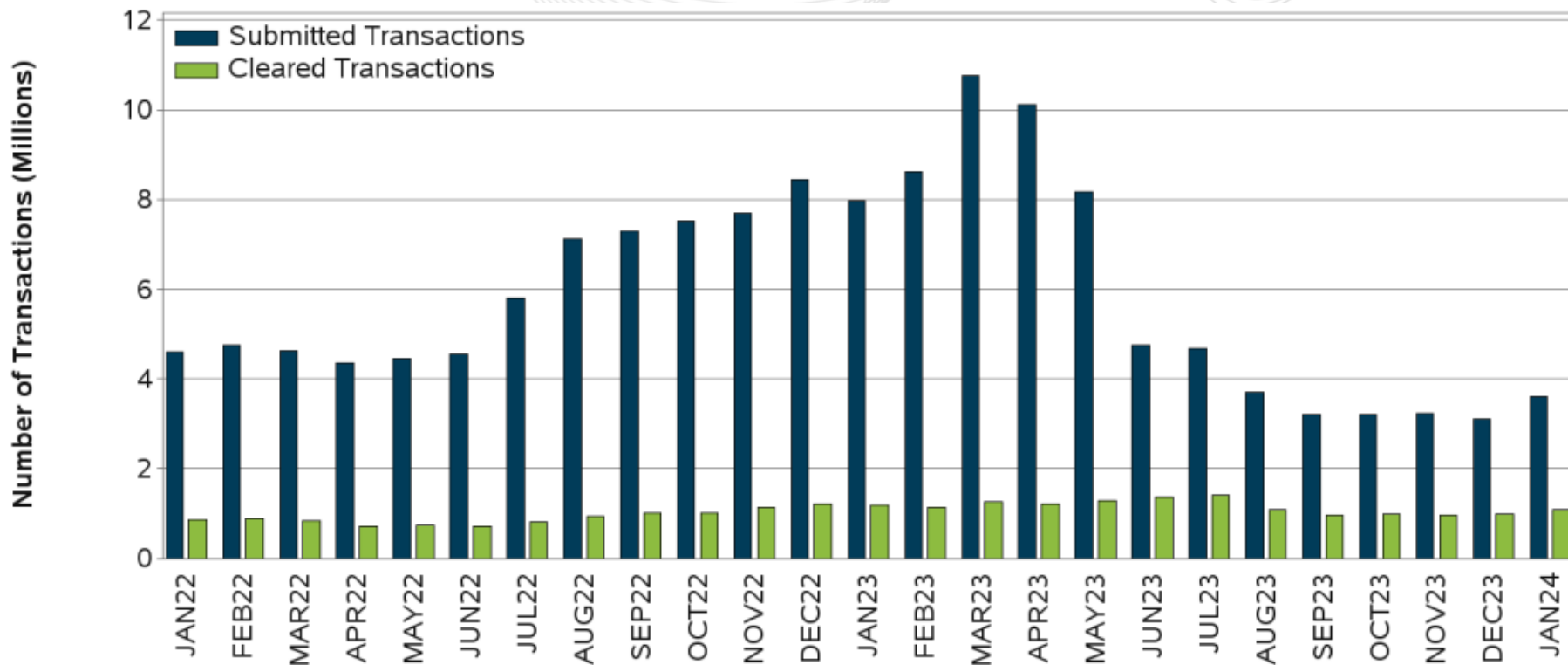




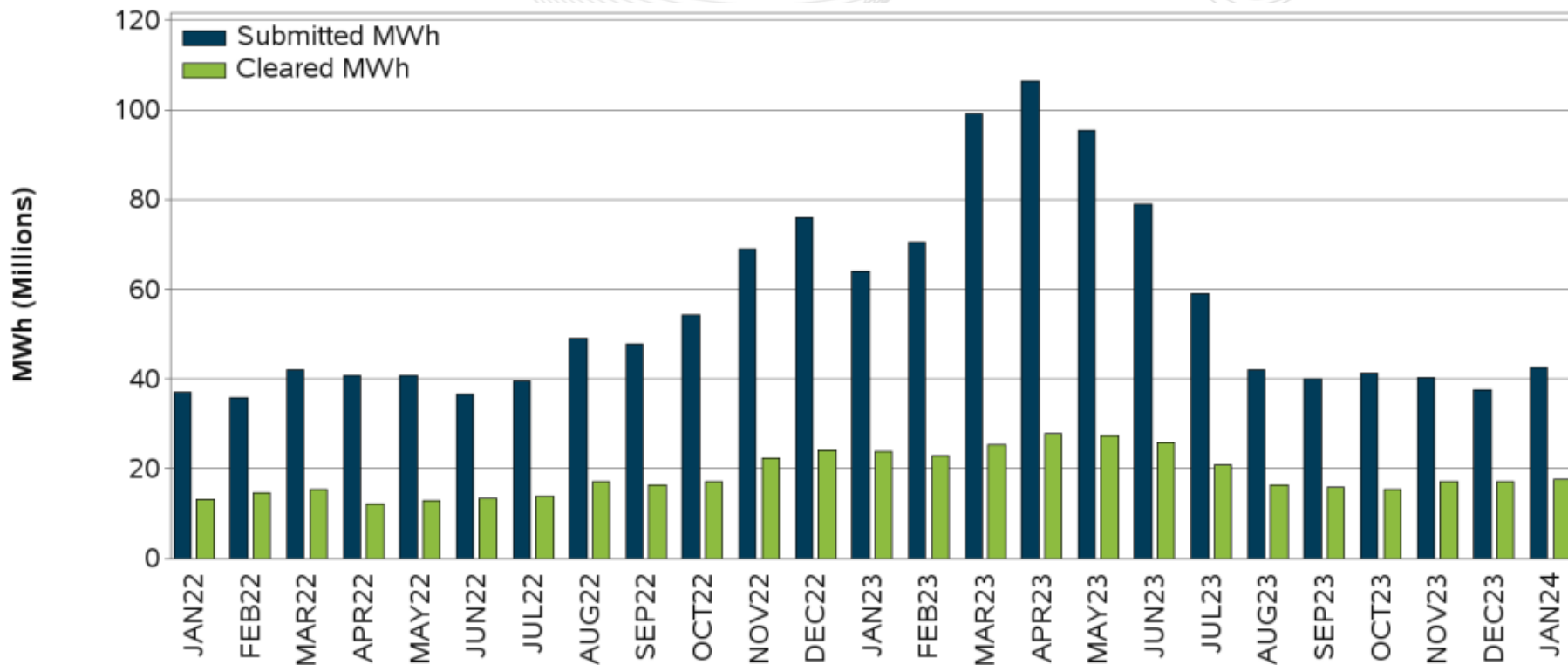




INCs, DECIs and Up-To-Congestion Transactions - Total Number



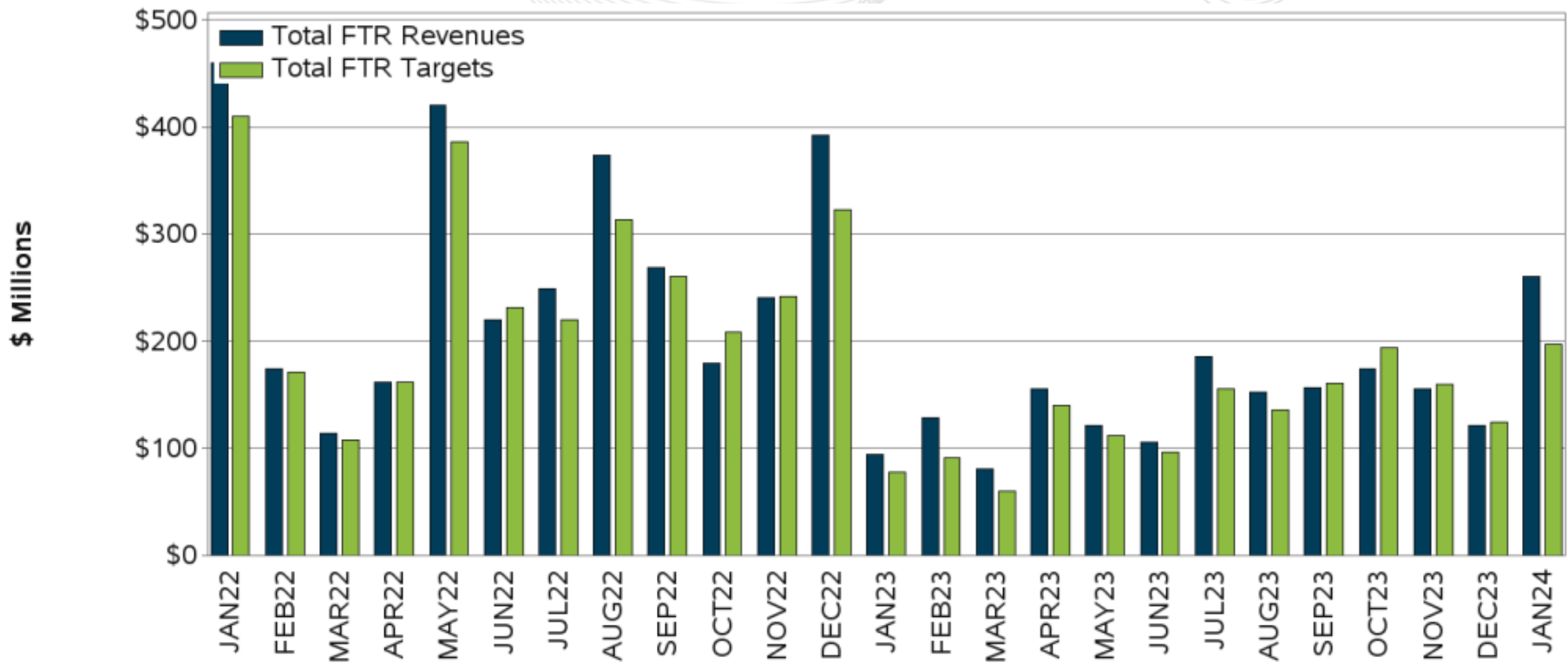
INCs, DEC and Up-To-Congestion Transactions - Total Volume

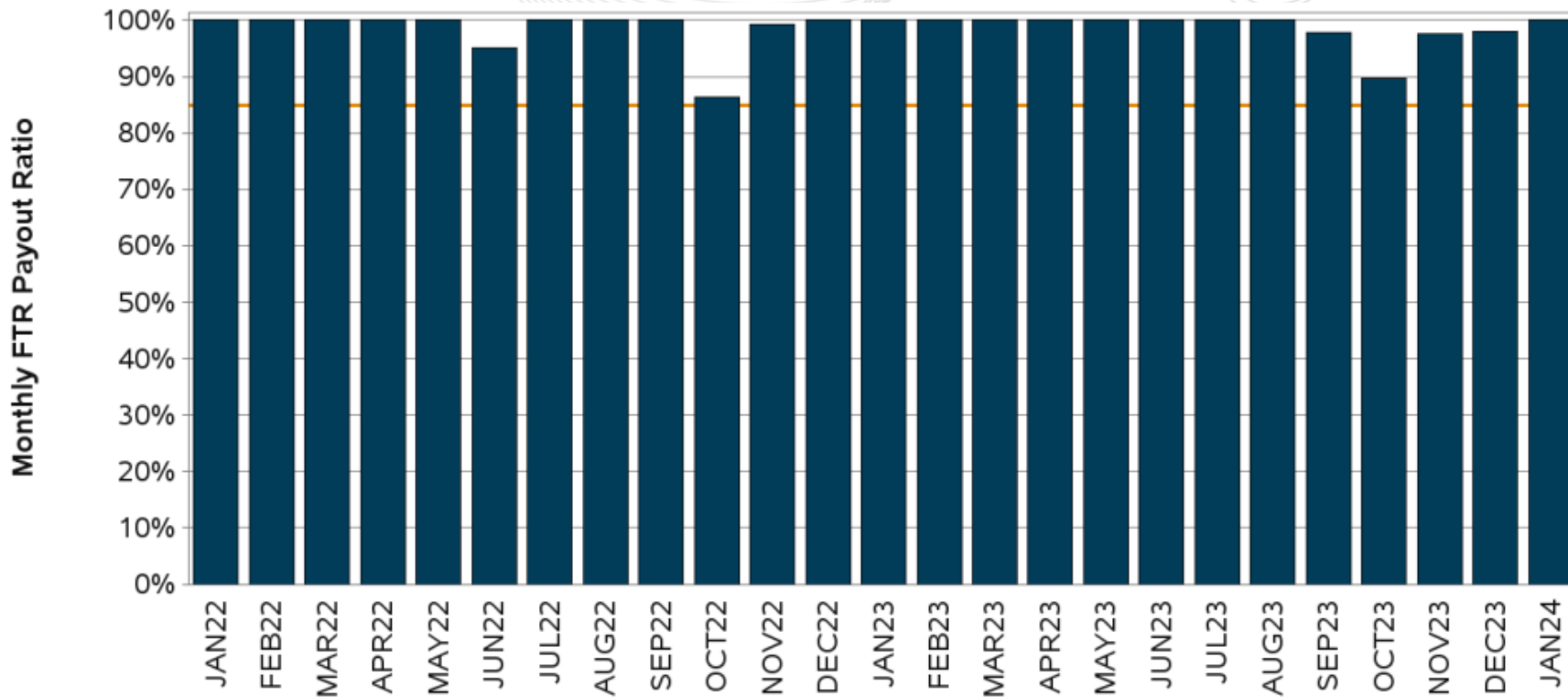


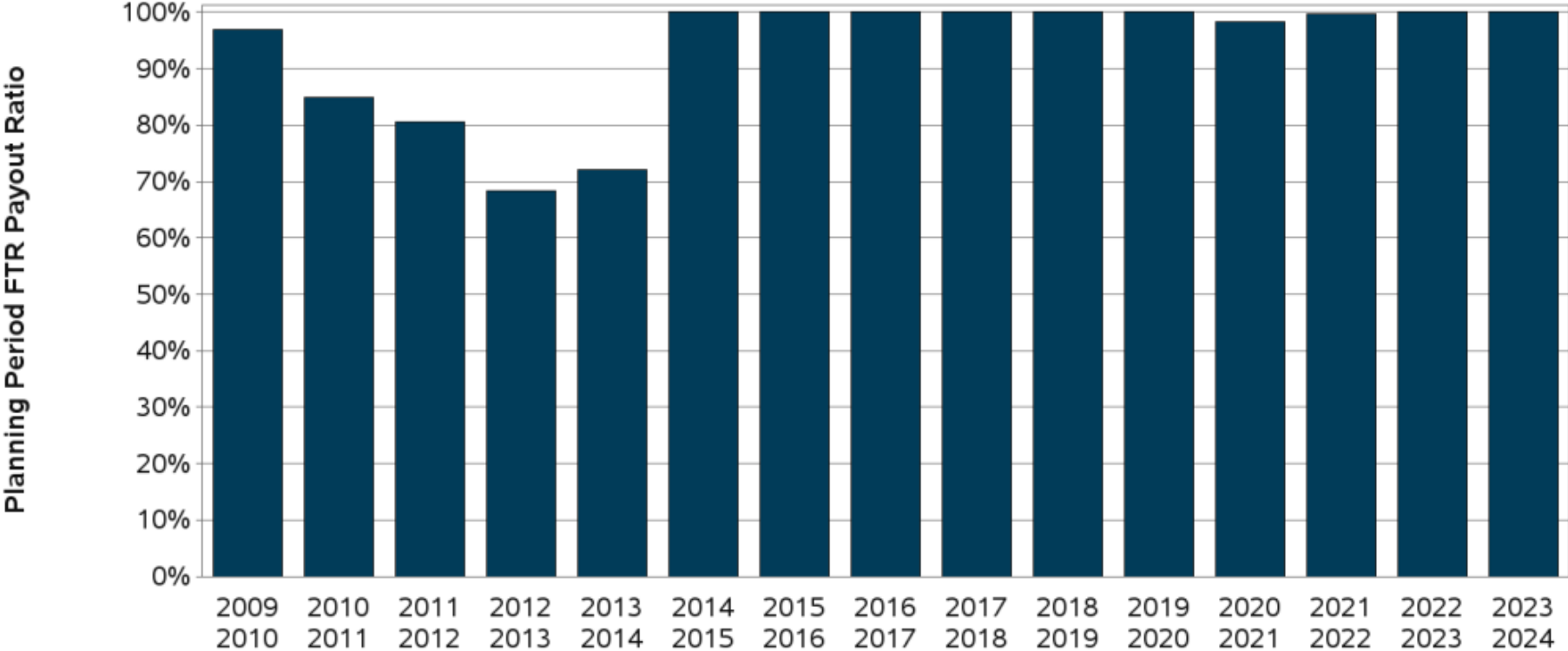
Energy Market

Congestion and FTR Summary

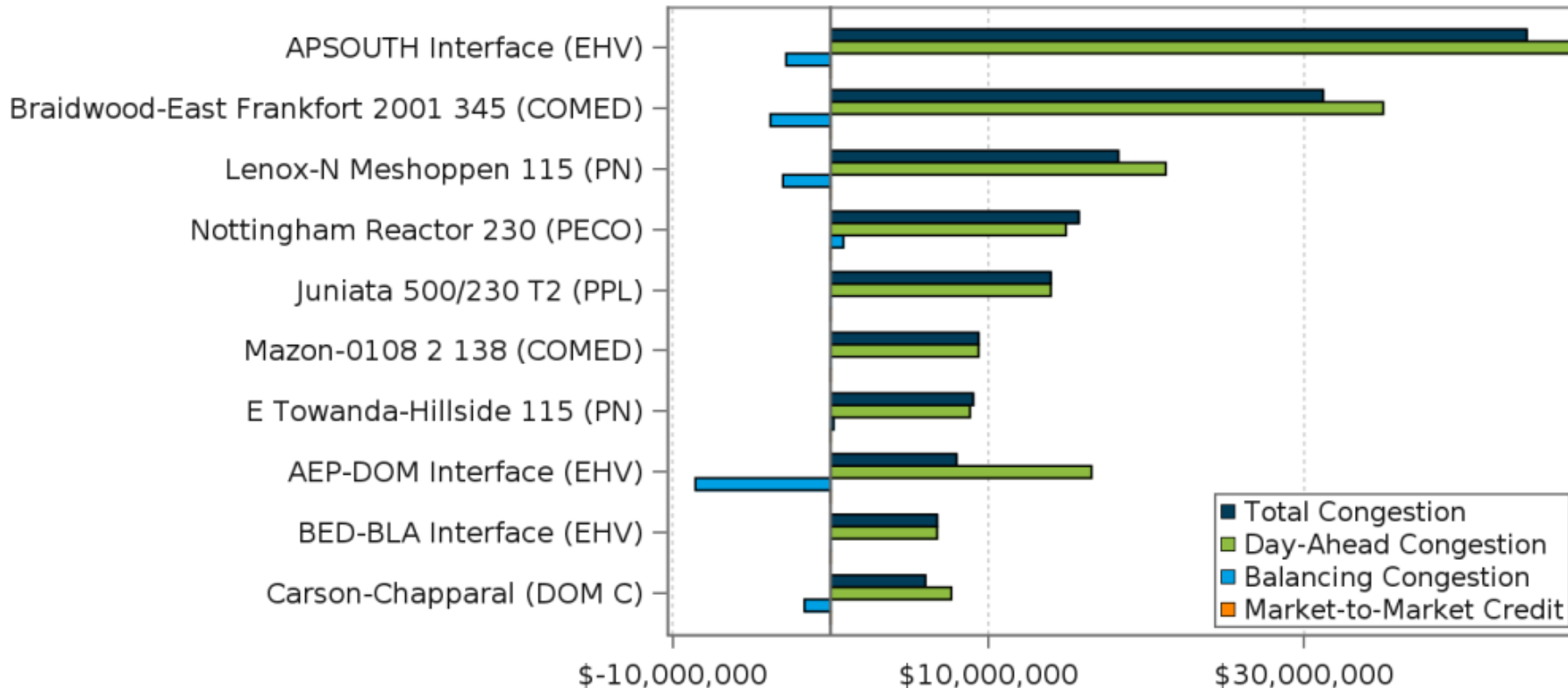
Period	Surplus / Underfunding	Payout Ratio
January 2024	\$62,895,085	100%
2024	\$62,895,085	100%
2023/2024	\$89,251,283	100%





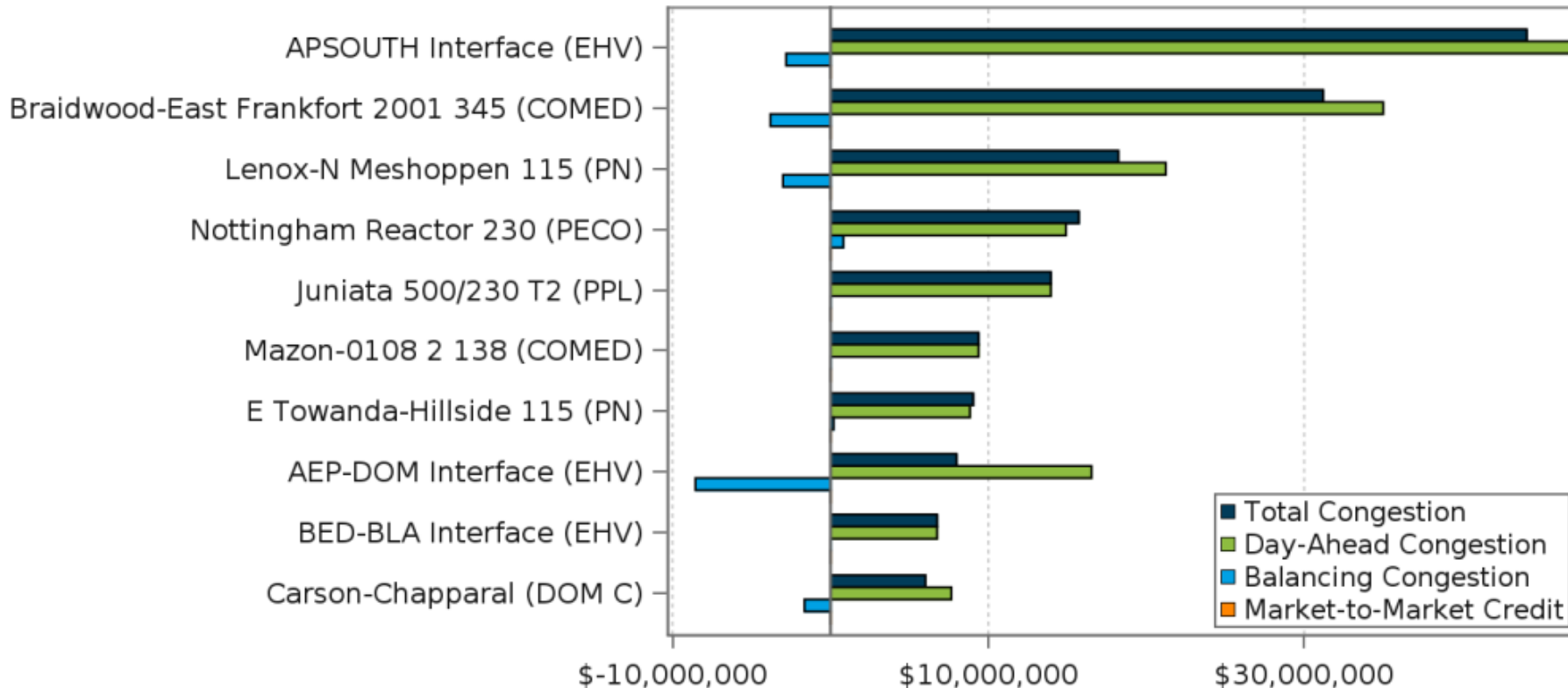


Ten Most Heavily Congested Transmission Facilities - Overall, January



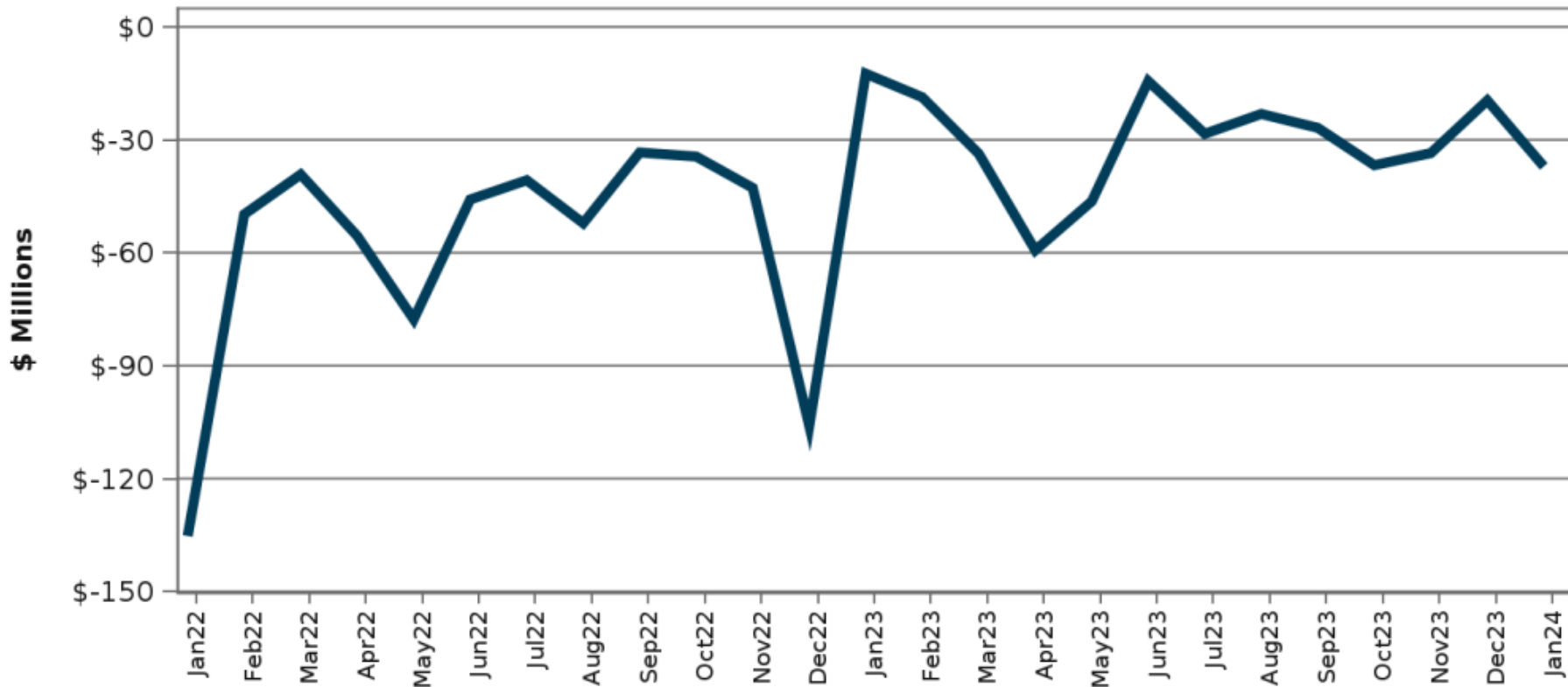
The ten most heavily congested facilities account for 80% of total congestion for January.

Ten Most Heavily Congested Transmission Facilities - Overall, 2024



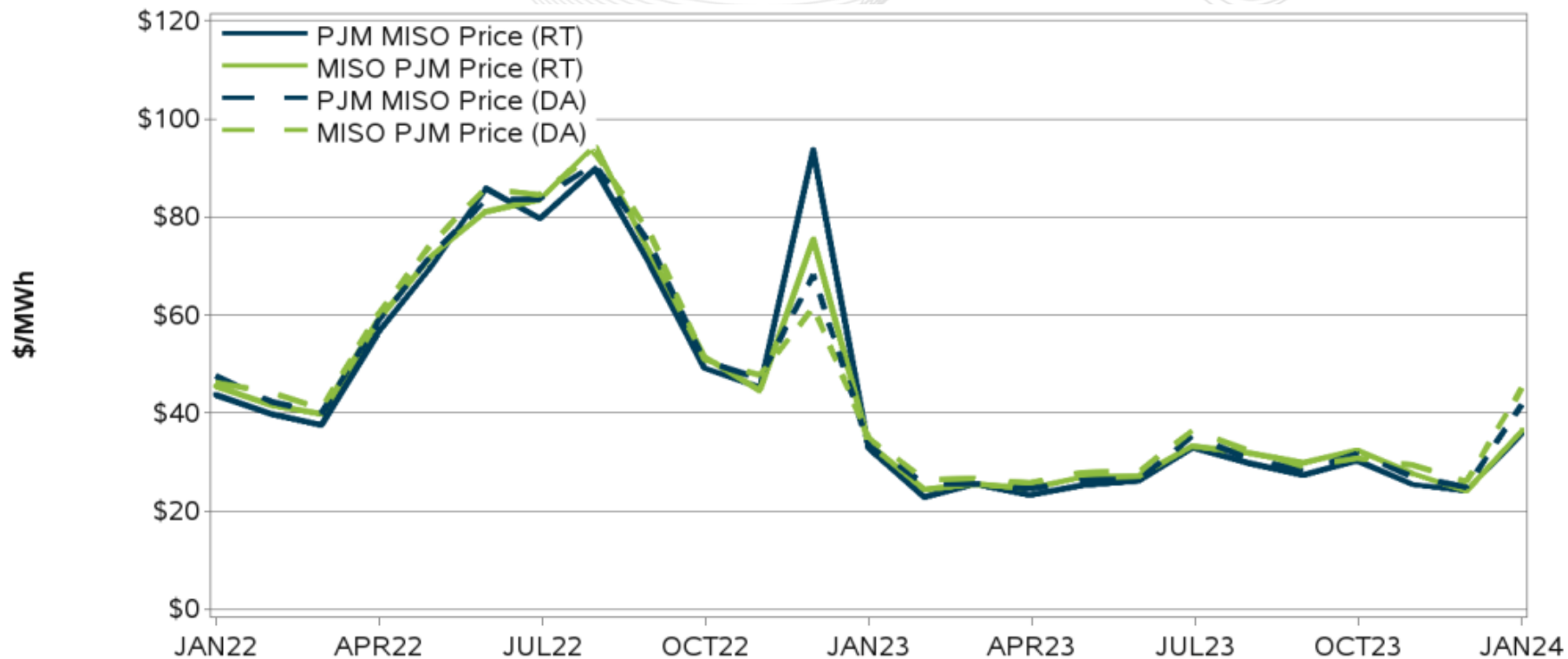
The ten most heavily congested facilities account for 80% of total congestion for 2024.

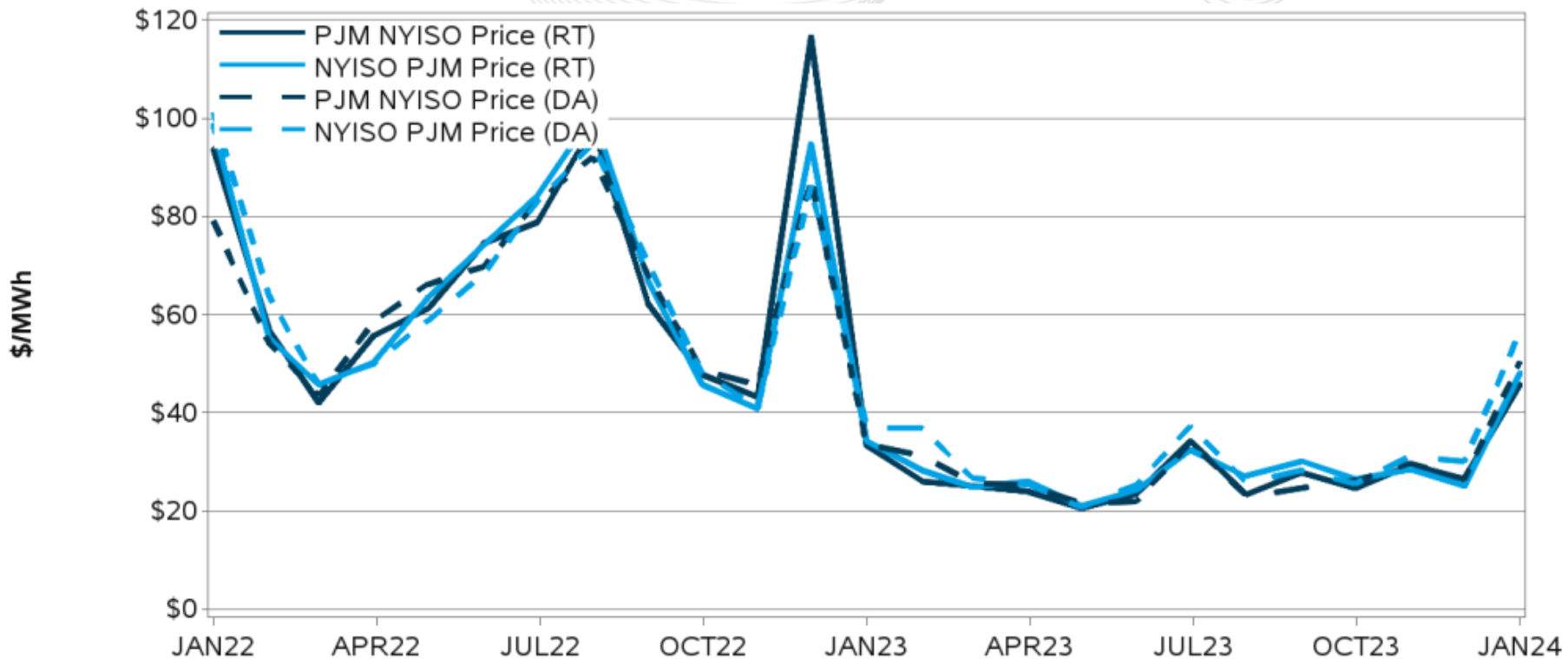
Balancing Congestion Charge Revenues (BLI 2215)



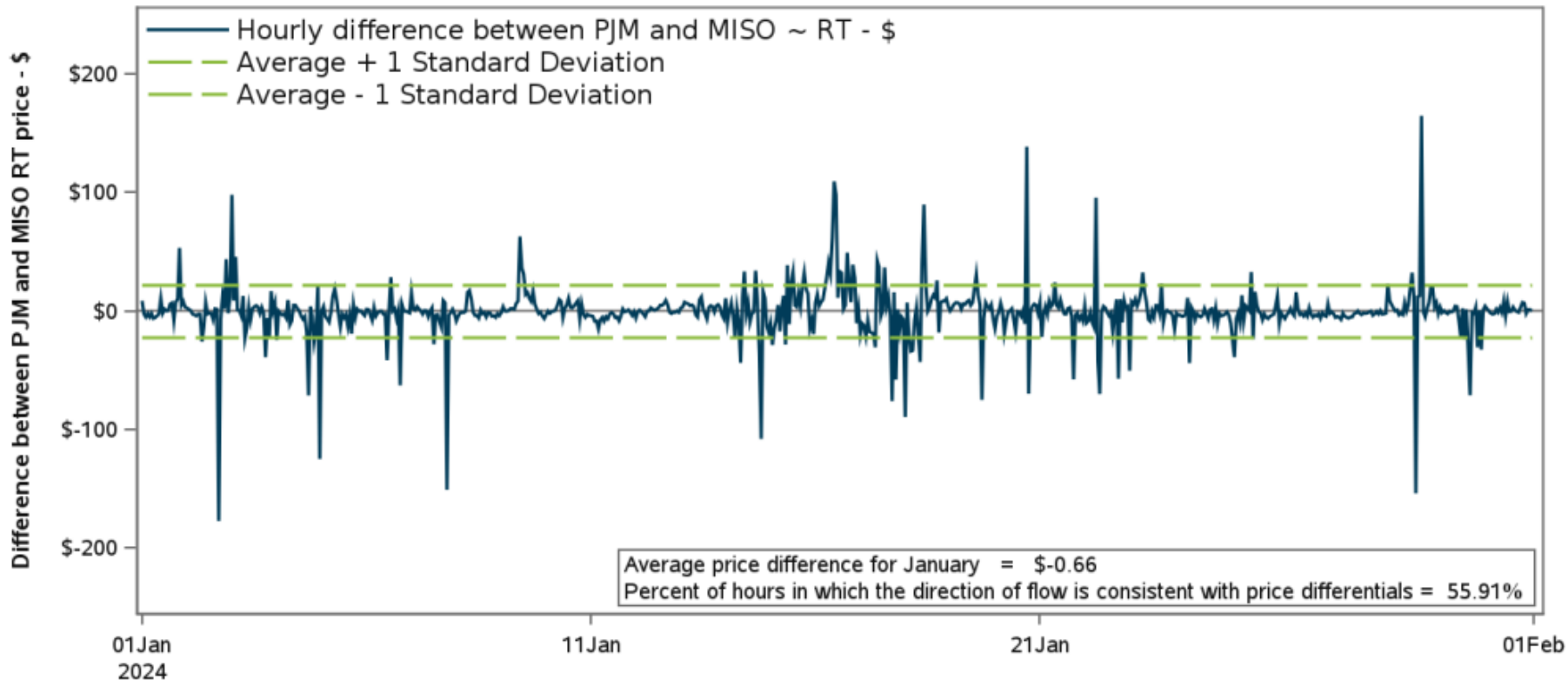
Energy Market

Interchange/Seams Summary



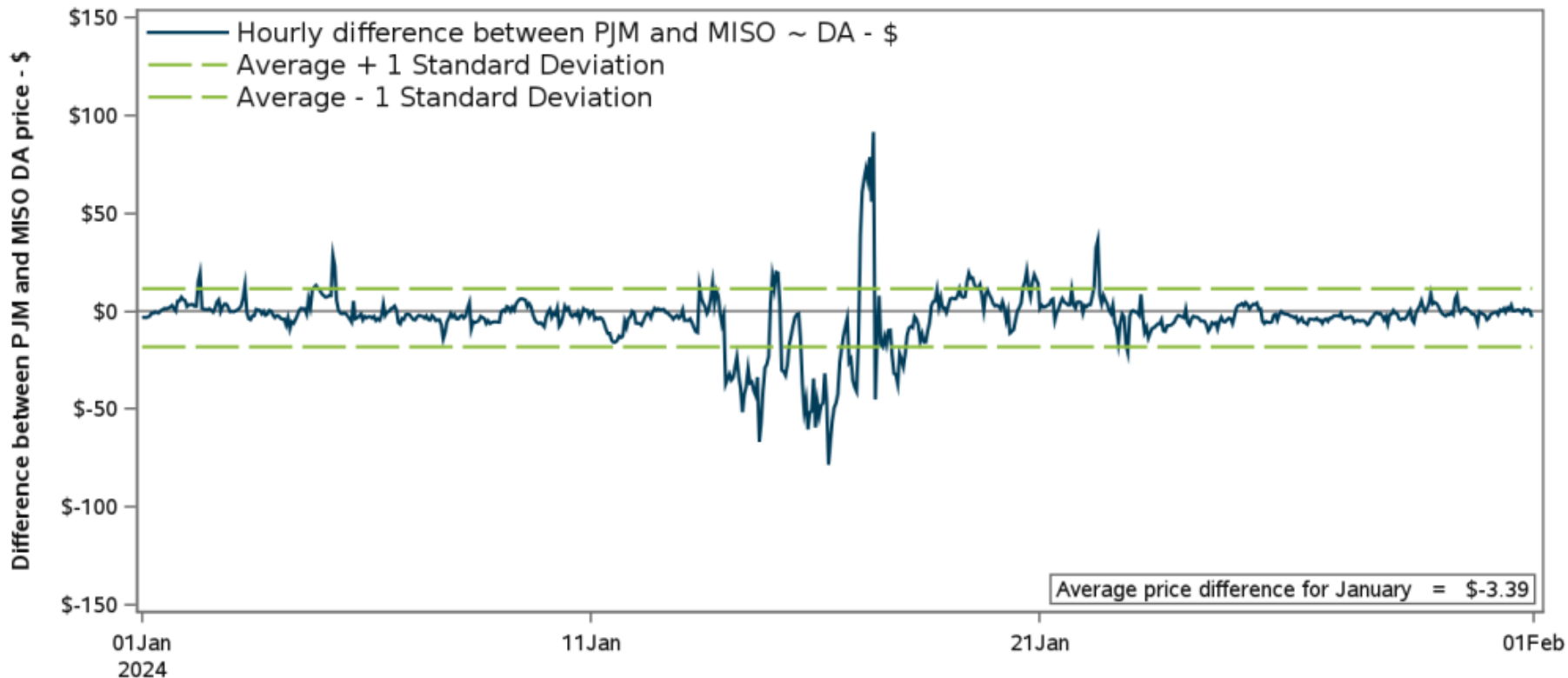


Hourly Difference Between PJM and MISO Real-Time Prices



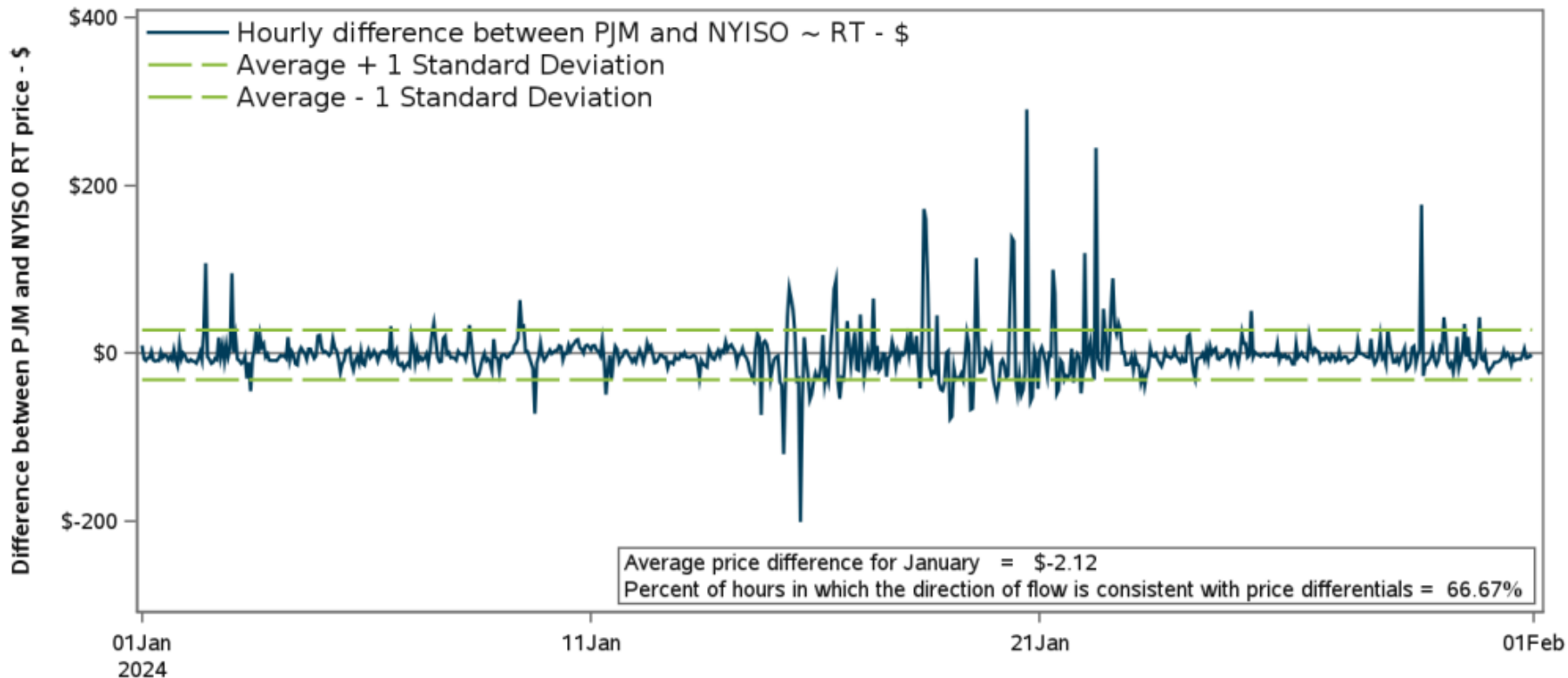
Positive values represent hours when the PJM price was higher. Negative values represent hours when the PJM price was lower.

Hourly Difference Between PJM and MISO Day-Ahead Prices



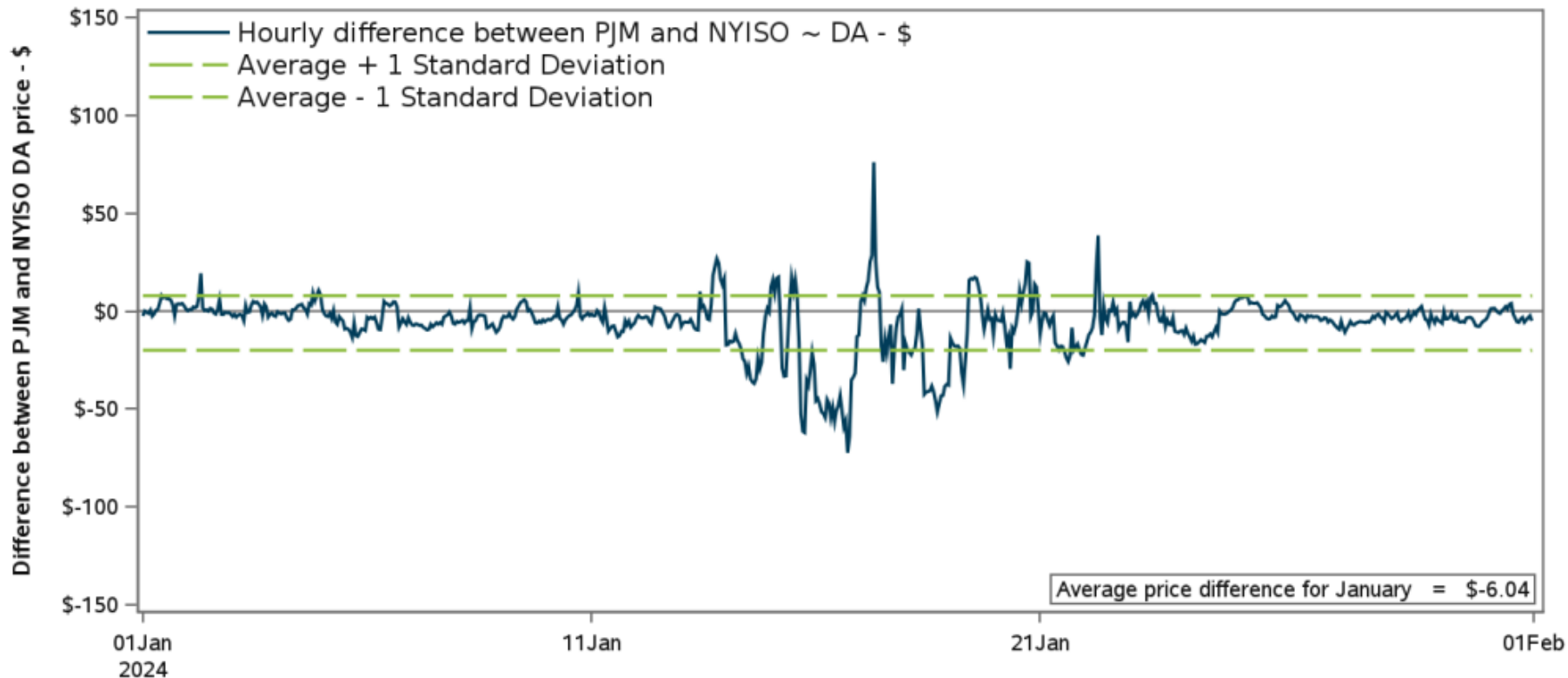
Positive values represent hours when the PJM price was higher. Negative values represent hours when the PJM price was lower.

Hourly Difference Between PJM and NYISO Real-Time Prices

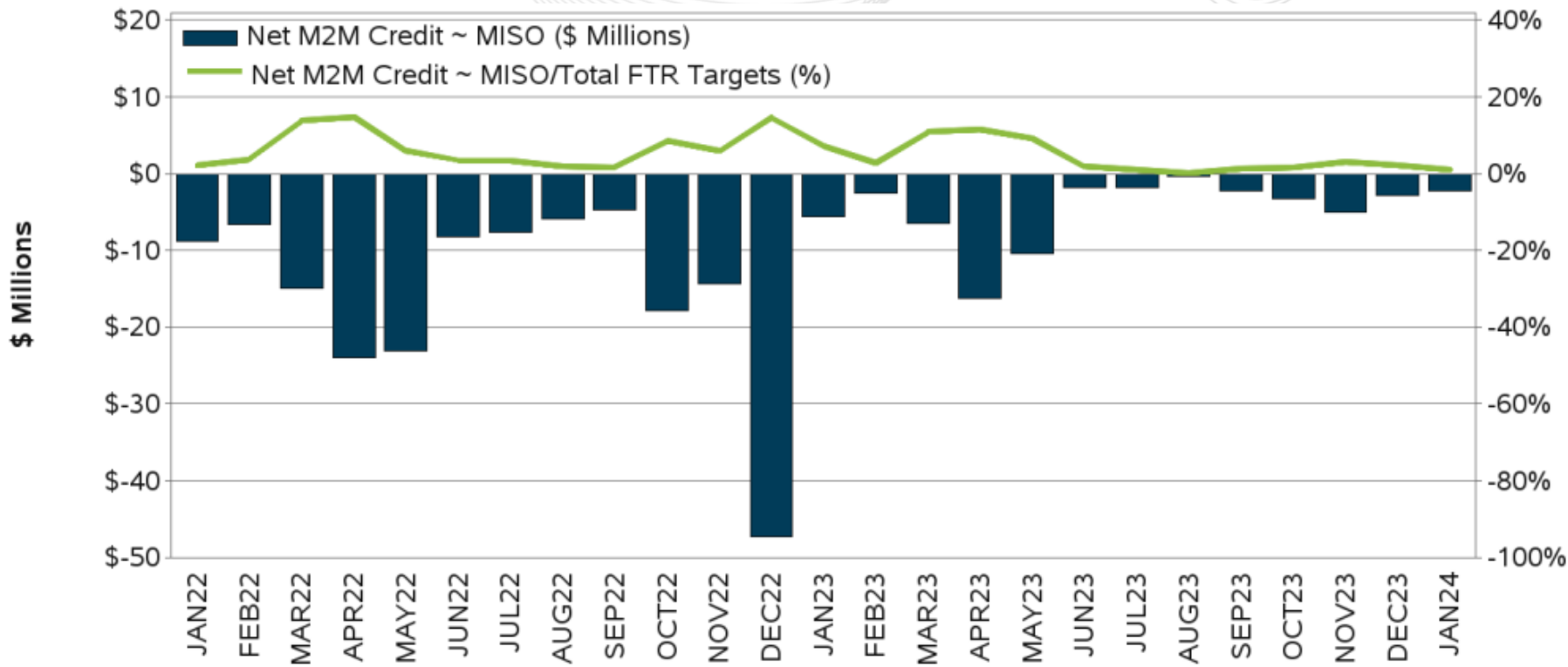


Positive values represent hours when the PJM price was higher. Negative values represent hours when the PJM price was lower.

Hourly Difference Between PJM and NYISO Day-Ahead Prices



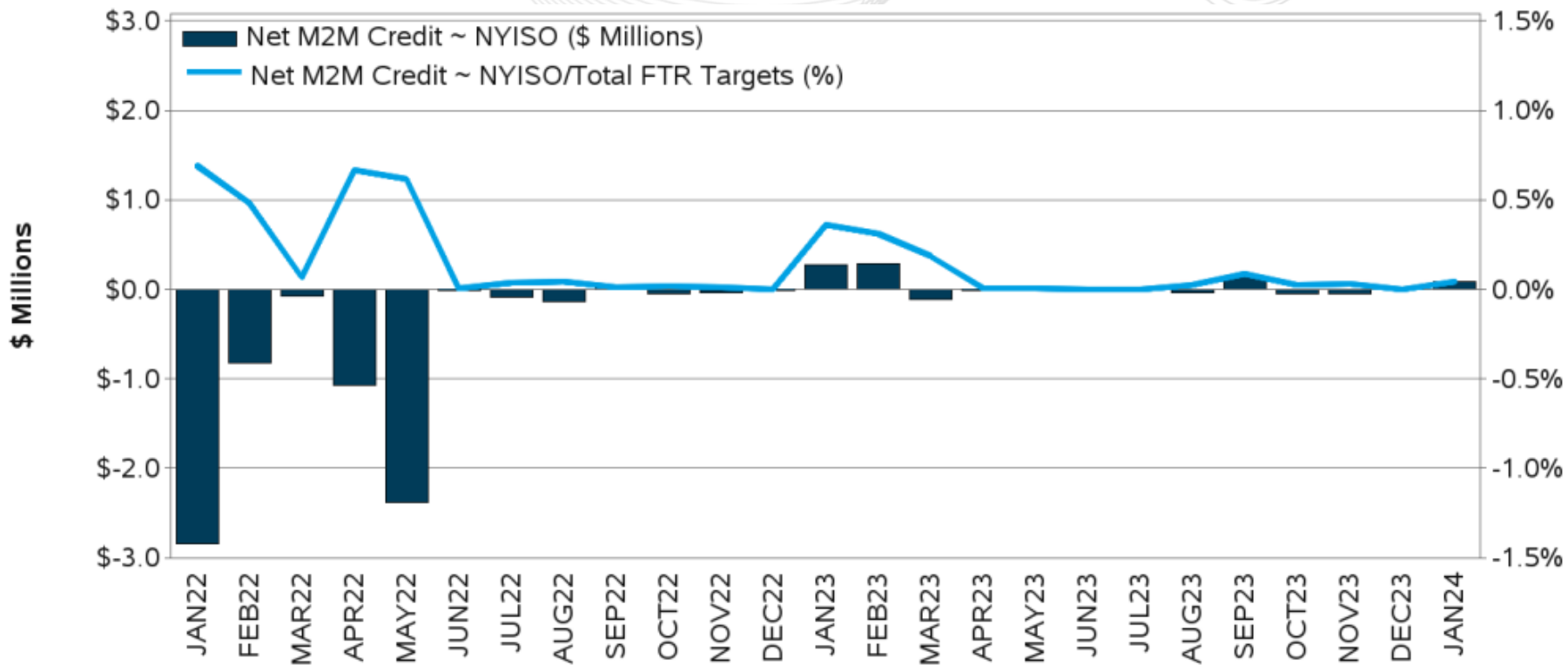
Positive values represent hours when the PJM price was higher. Negative values represent hours when the PJM price was lower.



Negative M2M Credit represents PJM payment to MISO

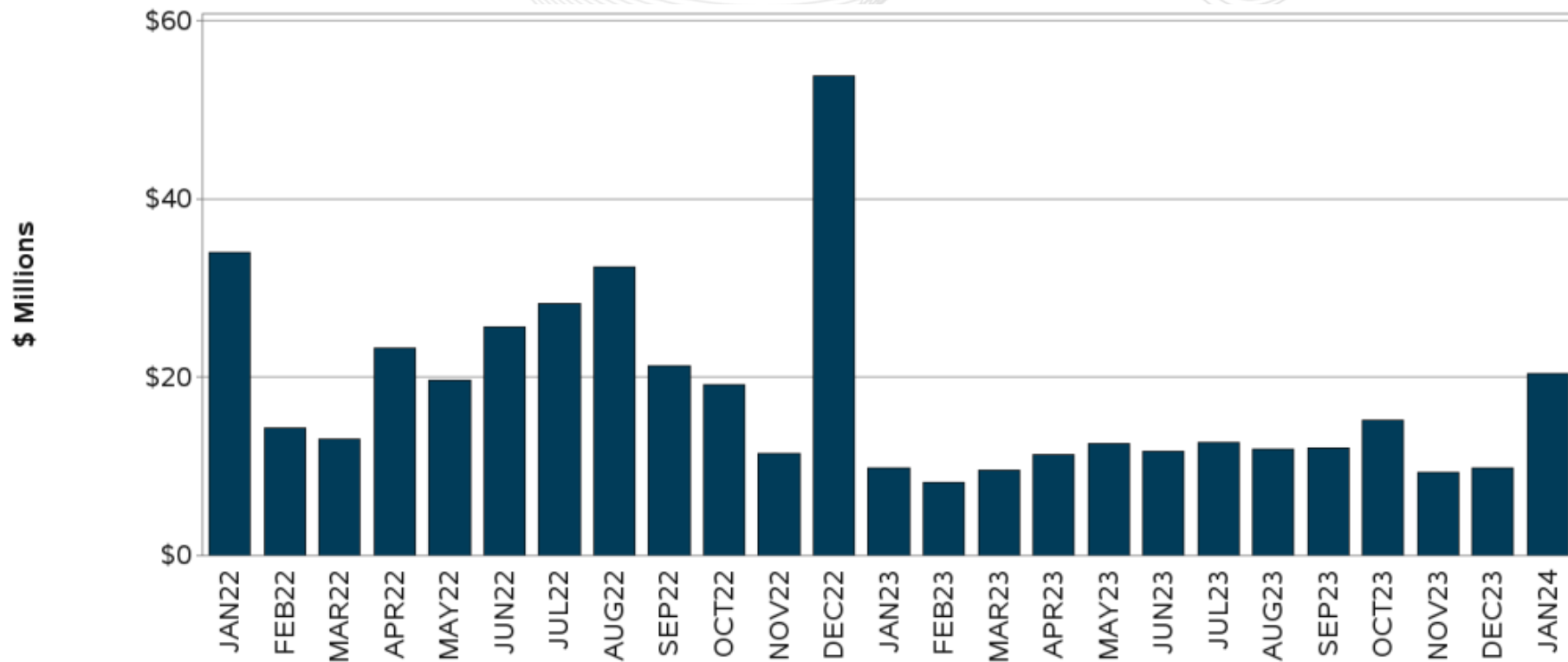


PJM-NYISO Market-to-Market Coordination Settlement

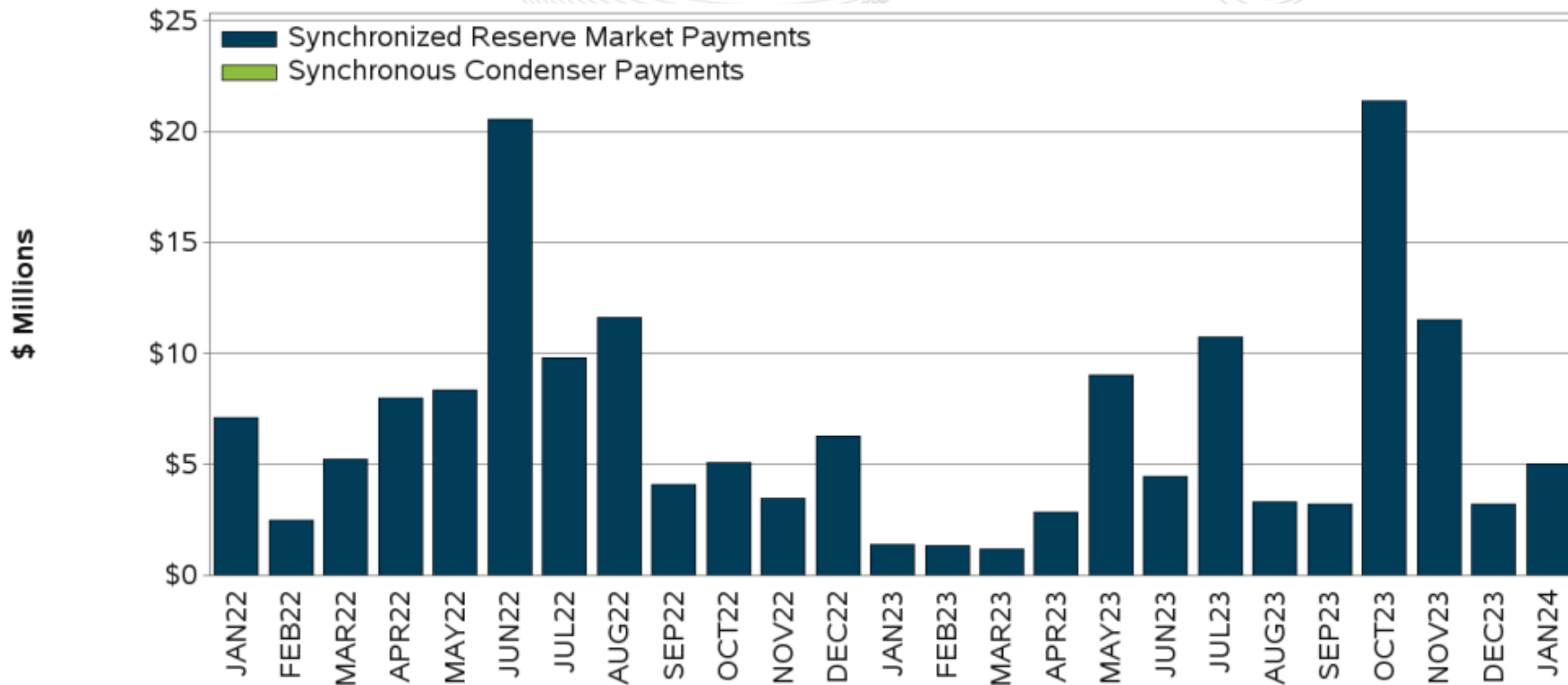


Negative M2M Credit represents PJM payment to NYISO

Ancillary Service Market Summary

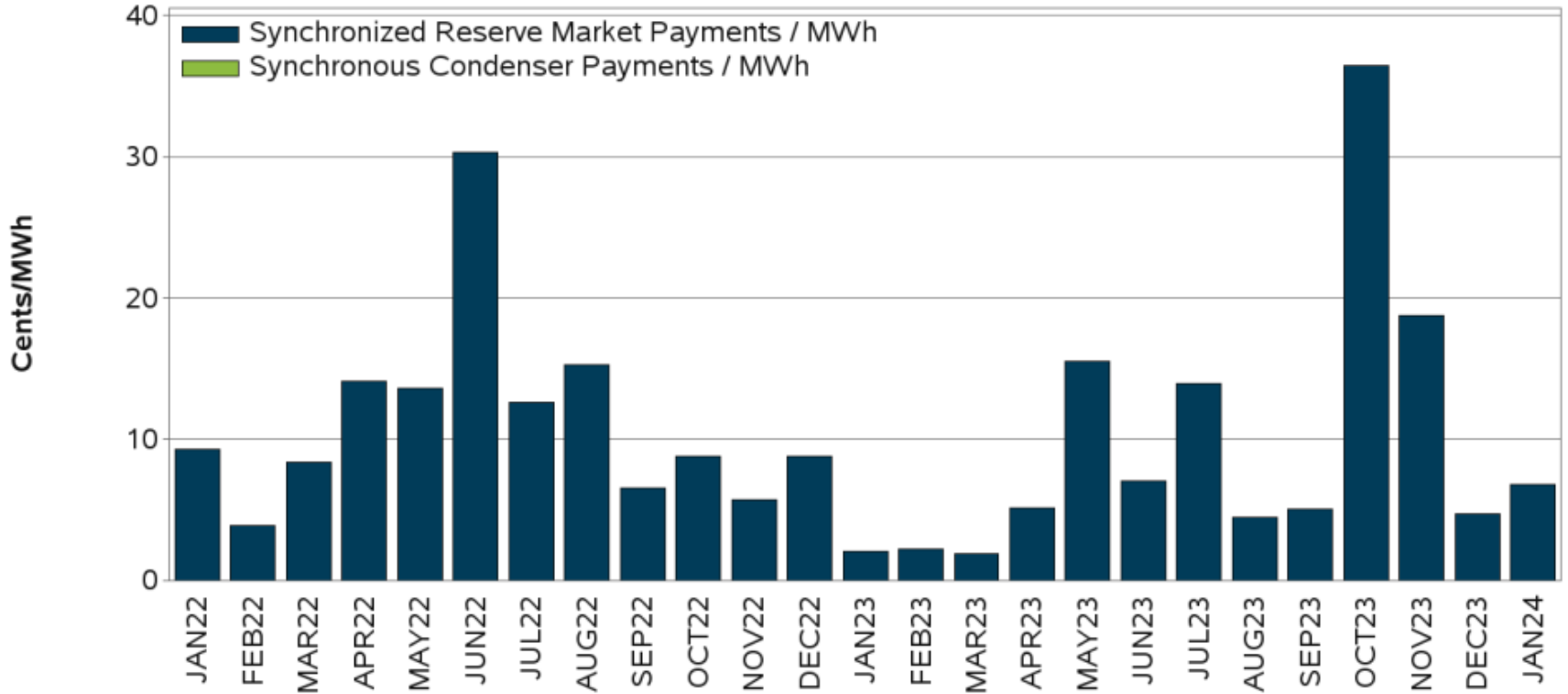


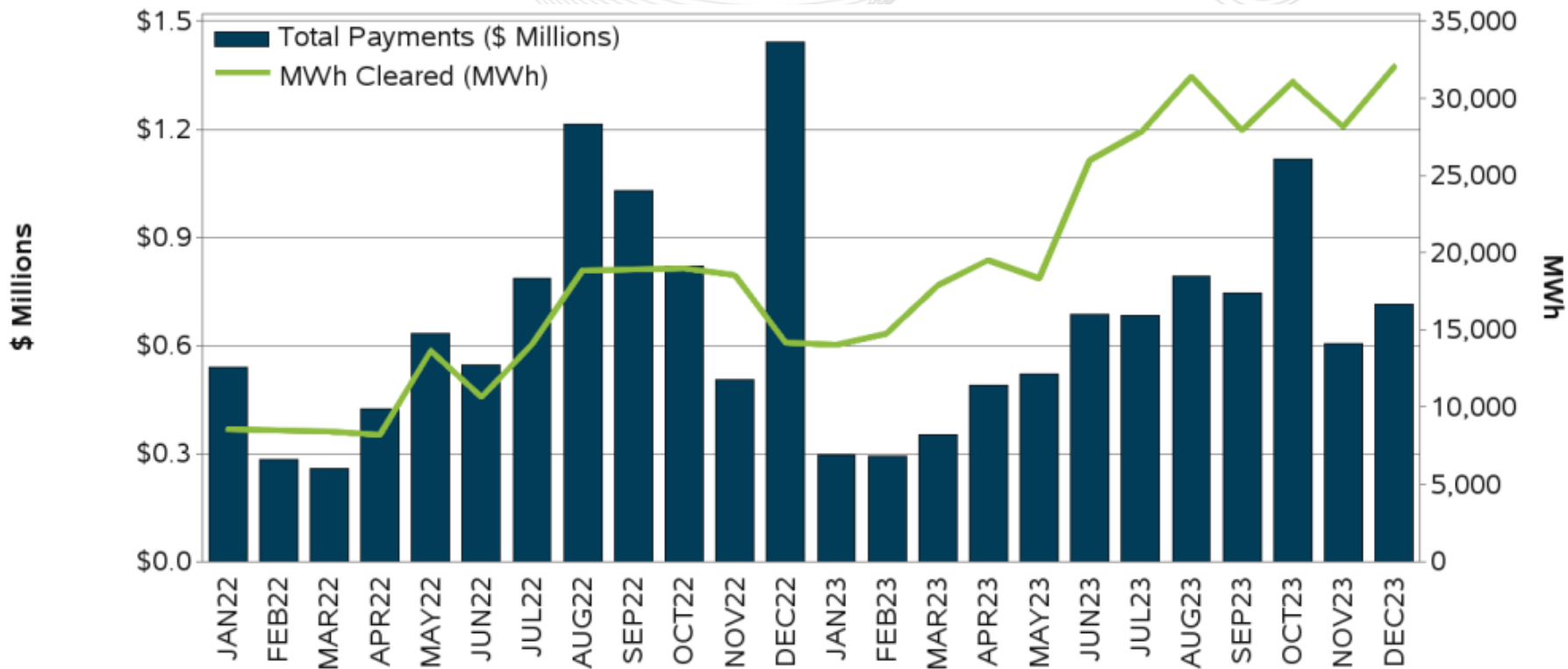
Synchronized Reserve and Synchronous Condenser Costs





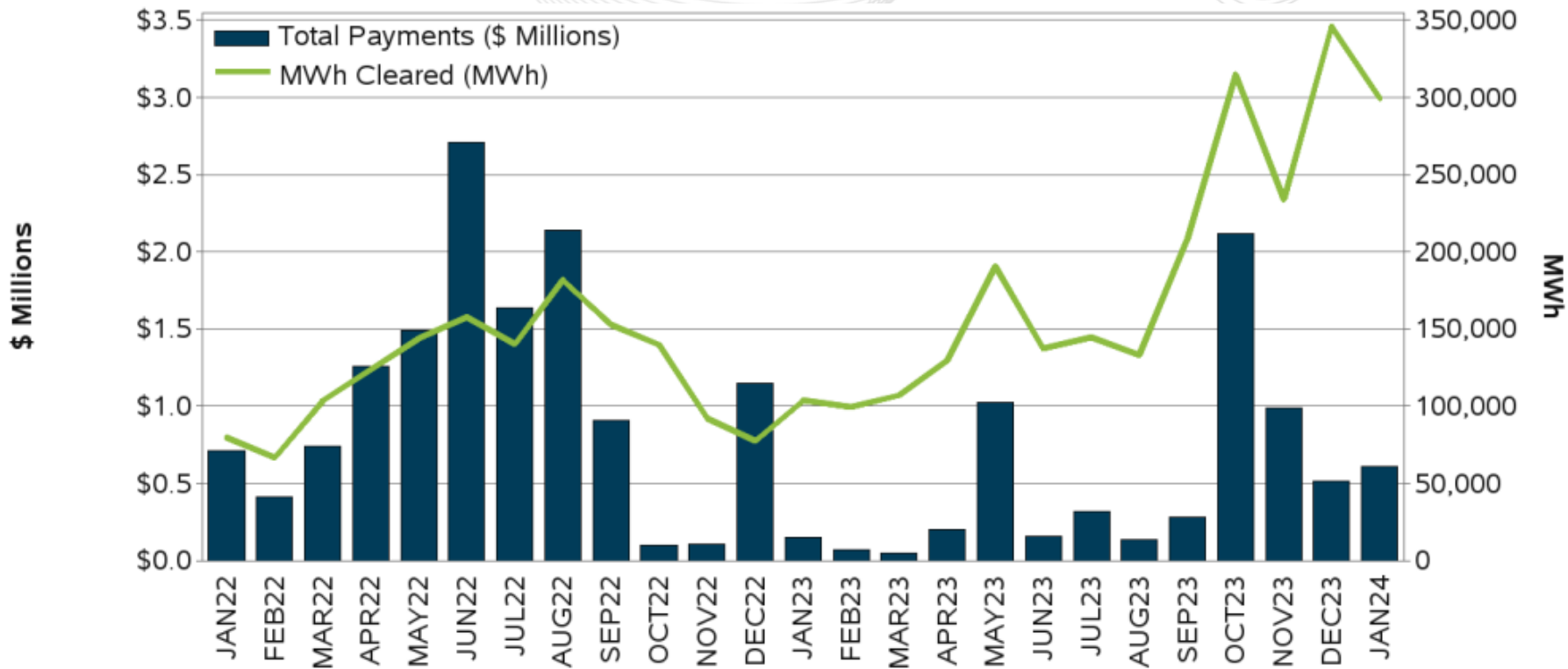
Load-Adjusted Synchronized Reserve and Synchronous Condenser Costs

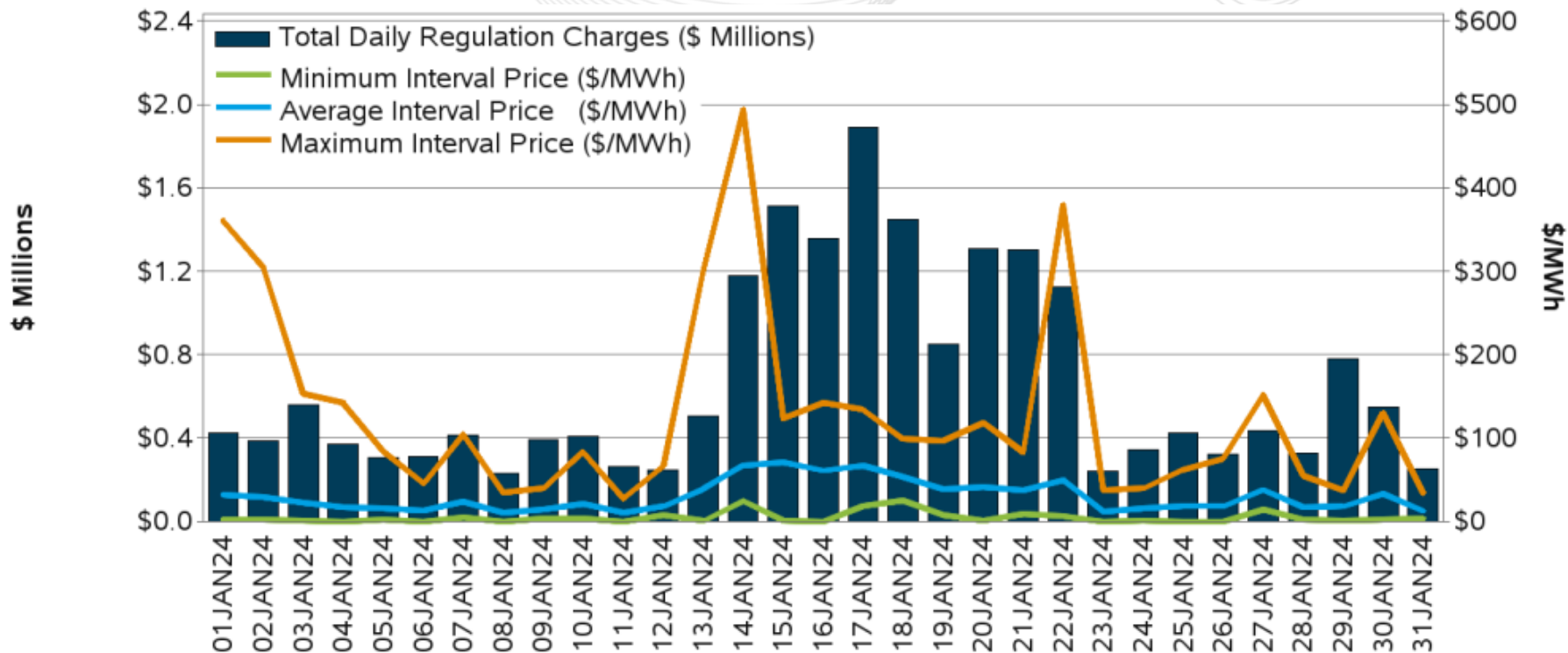




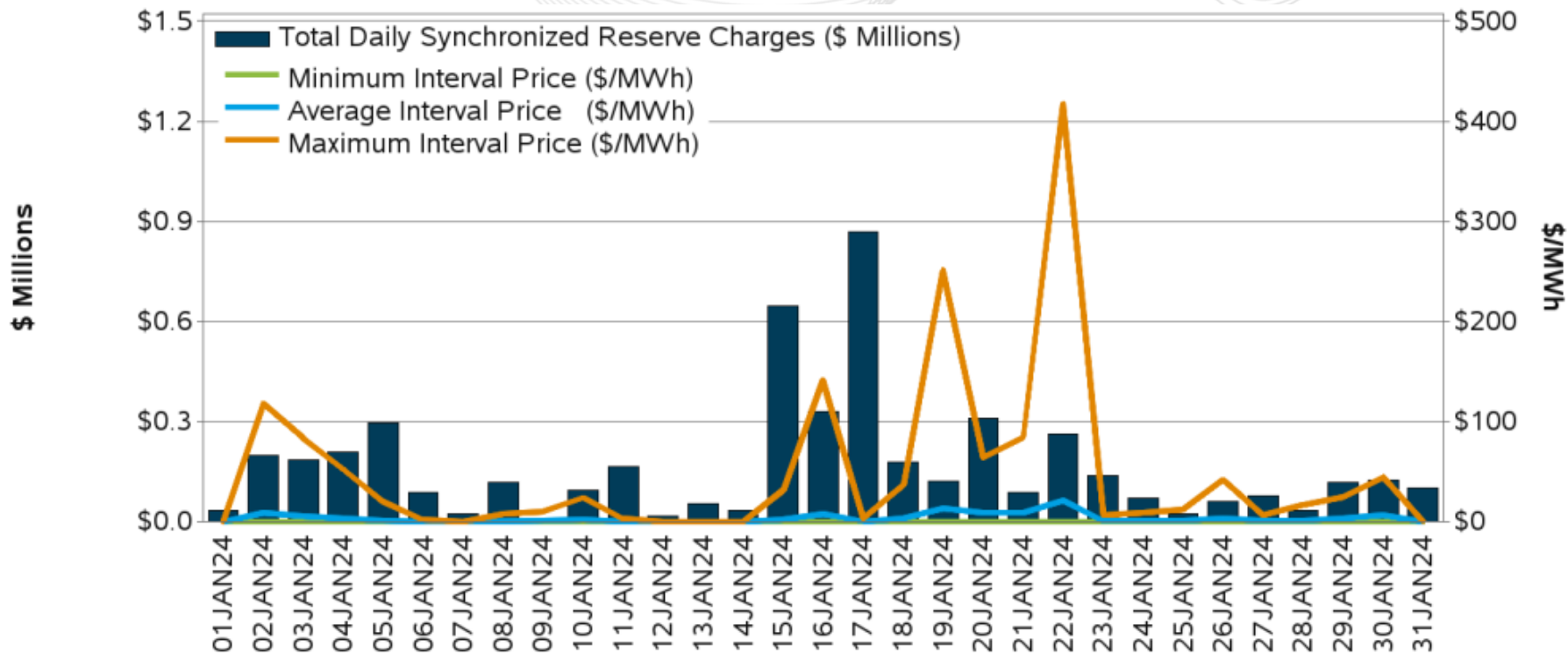


DR Participation in PJM Synchronized Reserve Markets





Synchronized Reserve Market Daily Prices and Charges



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**PROTECT THE
POWER GRID
THINK BEFORE
YOU CLICK!**



Be alert to
malicious
phishing emails.

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

