



Markets Report

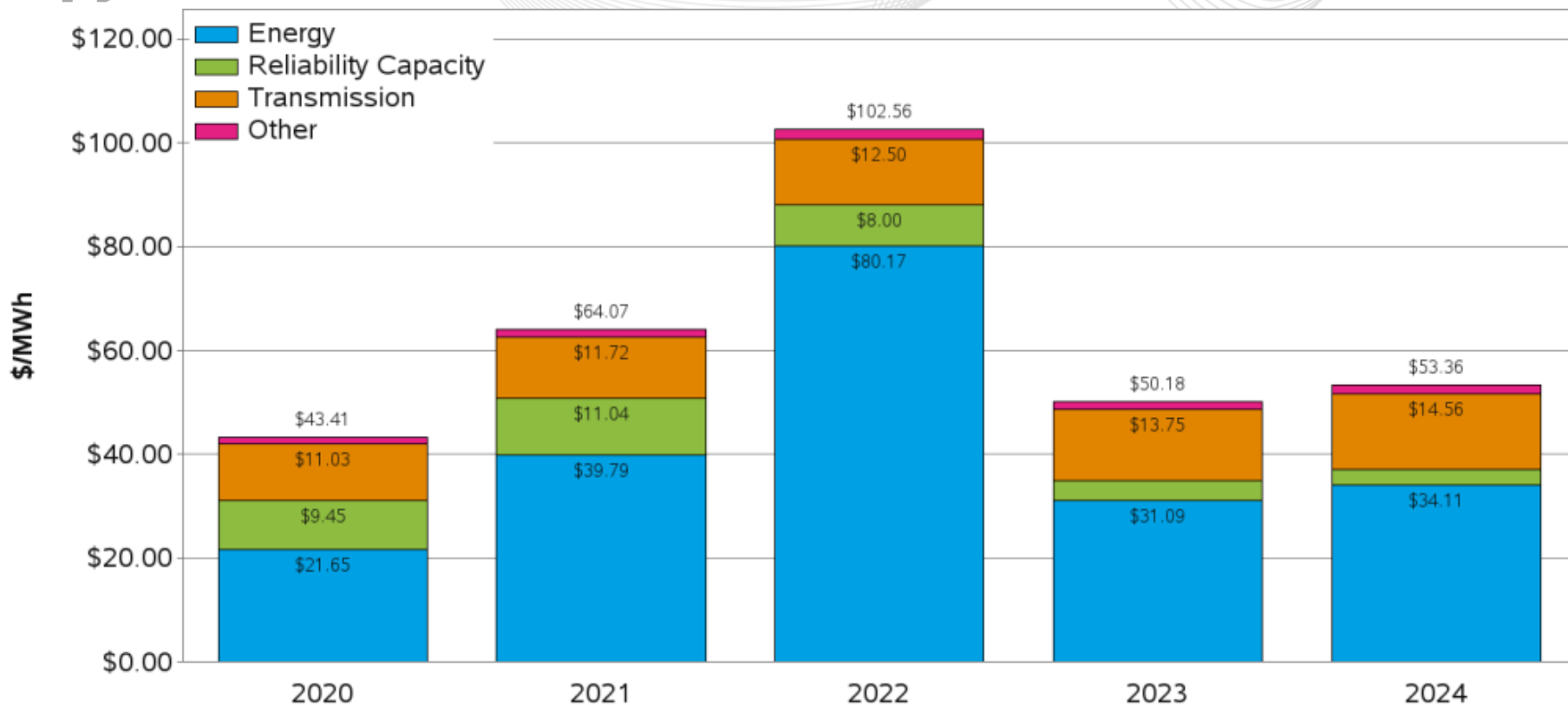
MC Webinar

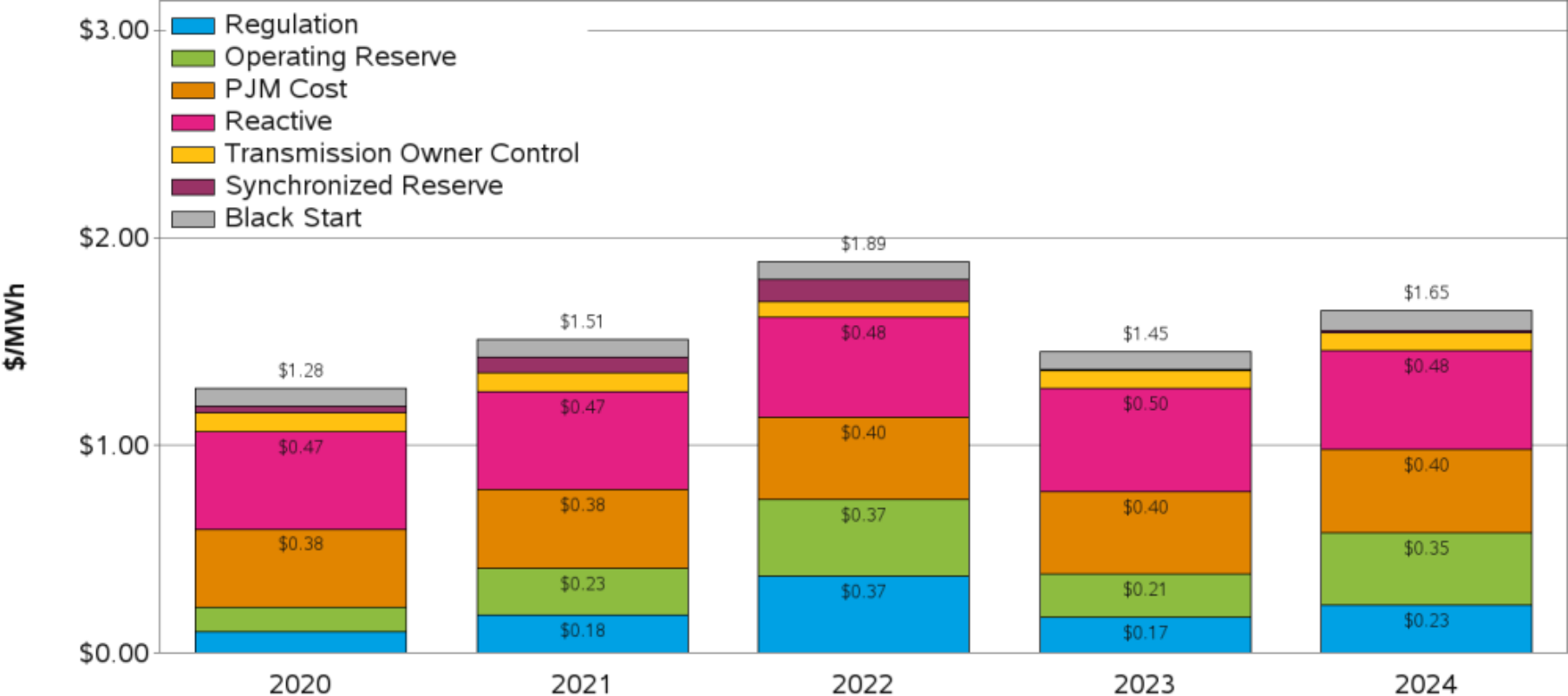
November 19, 2024

- 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 October, temperatures were mild for most of the month. The sum of Heating and Cooling Degree Days was below its historic average. ([Slides 8-10](#))
- Energy use was in-line with its historic average for October. ([Slides 8-10](#))
- In October, uplift exceeded \$800,000 on 1 days. ([Slides 26 & 27](#))

- Load-weighted average LMP for 2024 is \$34.11/MWh: ([Slides 35-37](#))
 - October 2024 was \$31.90/MWh, which is lower than October 2023 (\$34.80/MWh) and much lower than October 2022 (\$55.90/MWh).
- There were six 5-minute intervals that experienced shortage pricing in October. ([Slide 34](#), Report Appendix)
- FTR revenue adequacy for the month of October is 89% 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](#))

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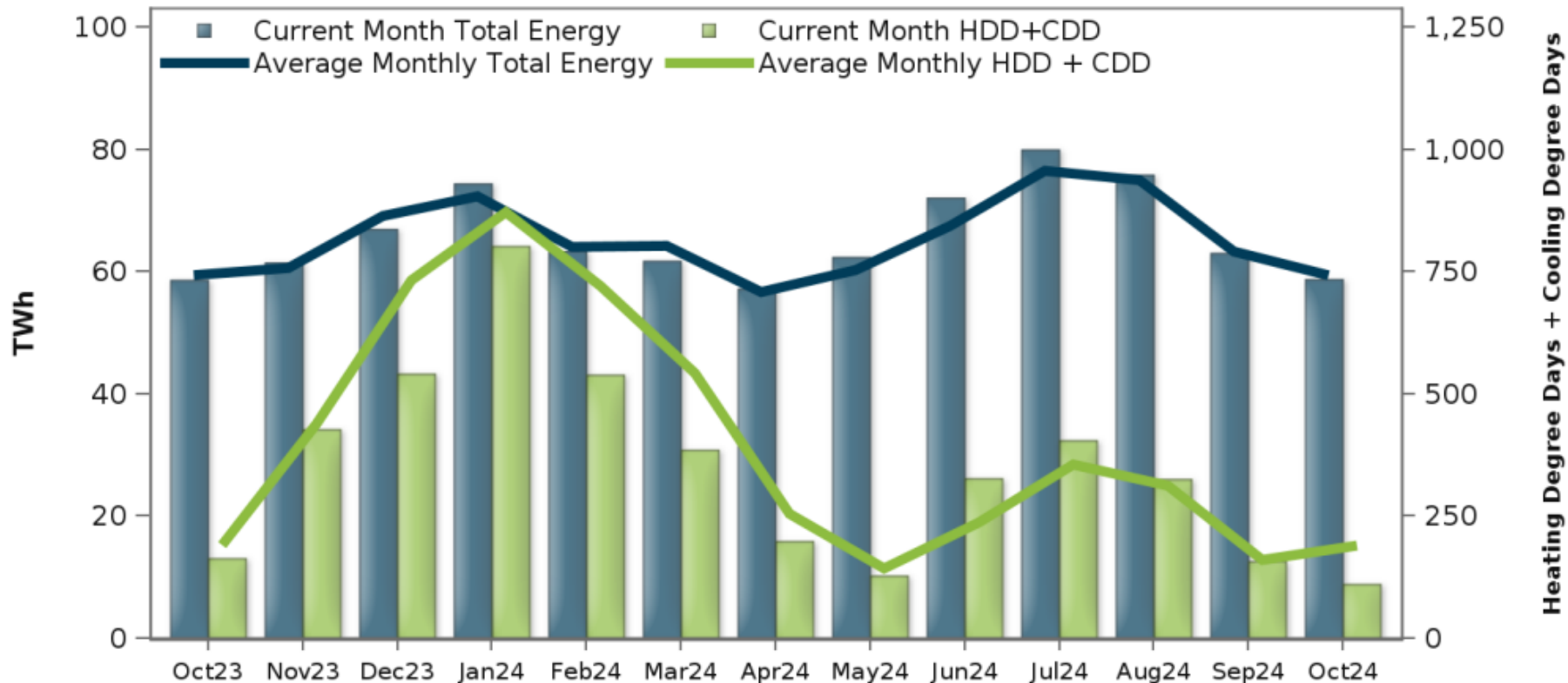




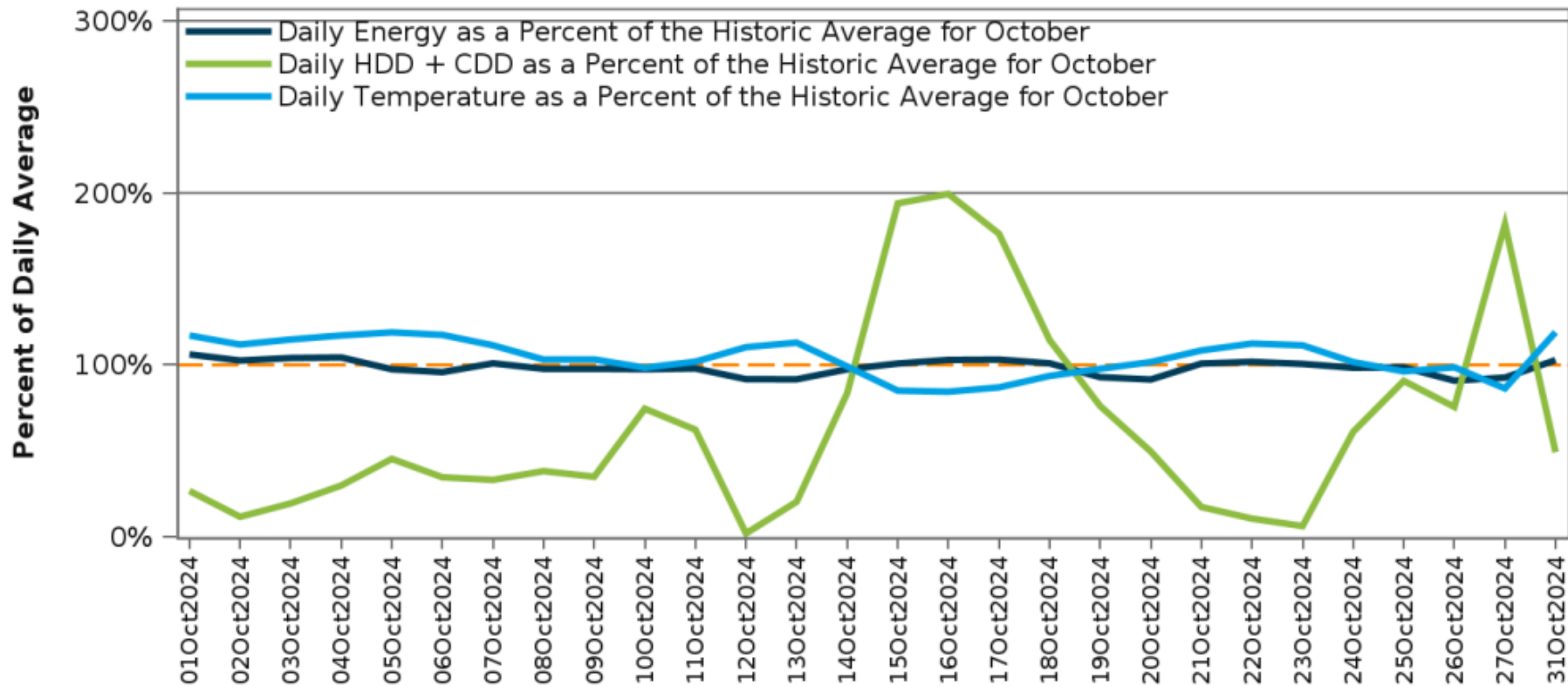
Market Conditions

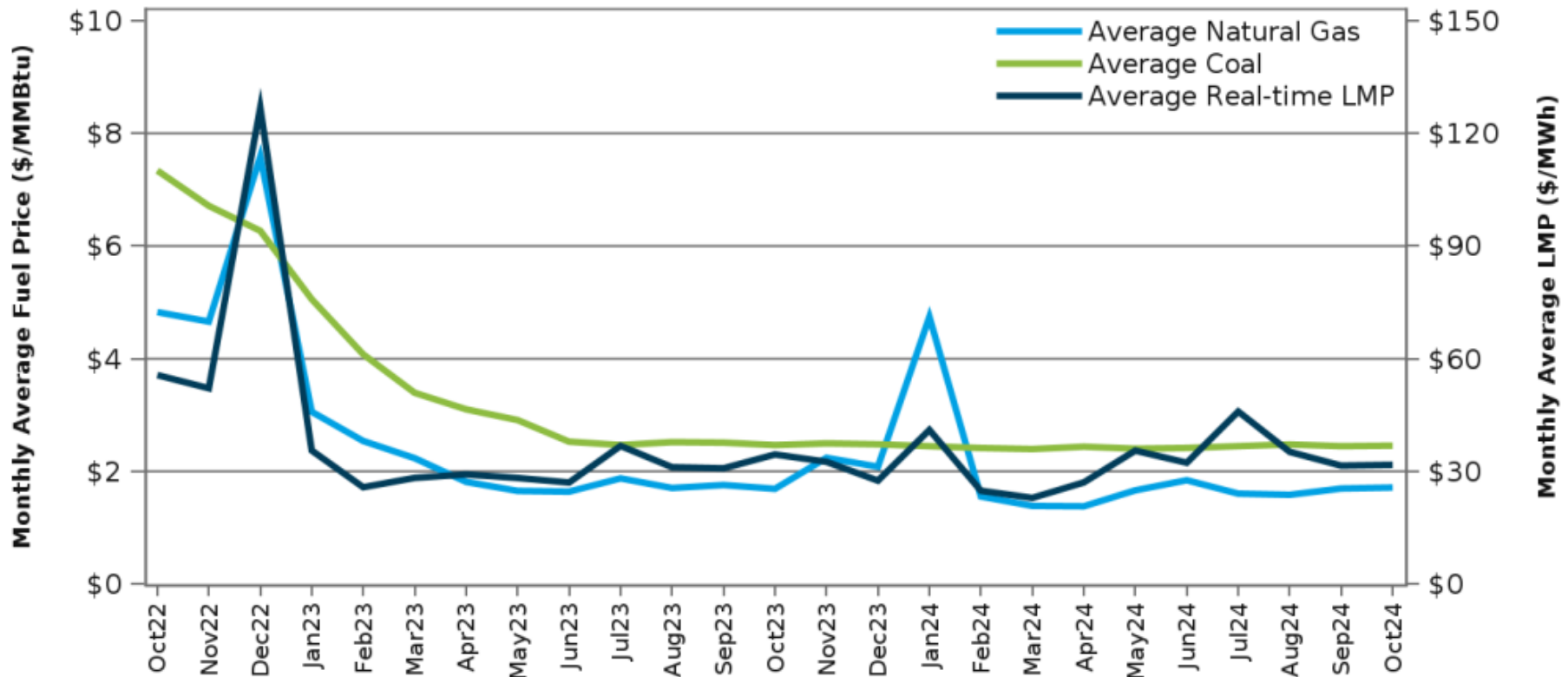
- The weather parameter shown in the following slide is a monthly sum of daily Heating Degree Days (HDD) and Cooling Degree Days (CDD).
- Degree days represent a deviation from a baseline temperature, in this case 60 degrees for HDD and 65 degrees for CDD. As temperatures get more extreme, colder or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

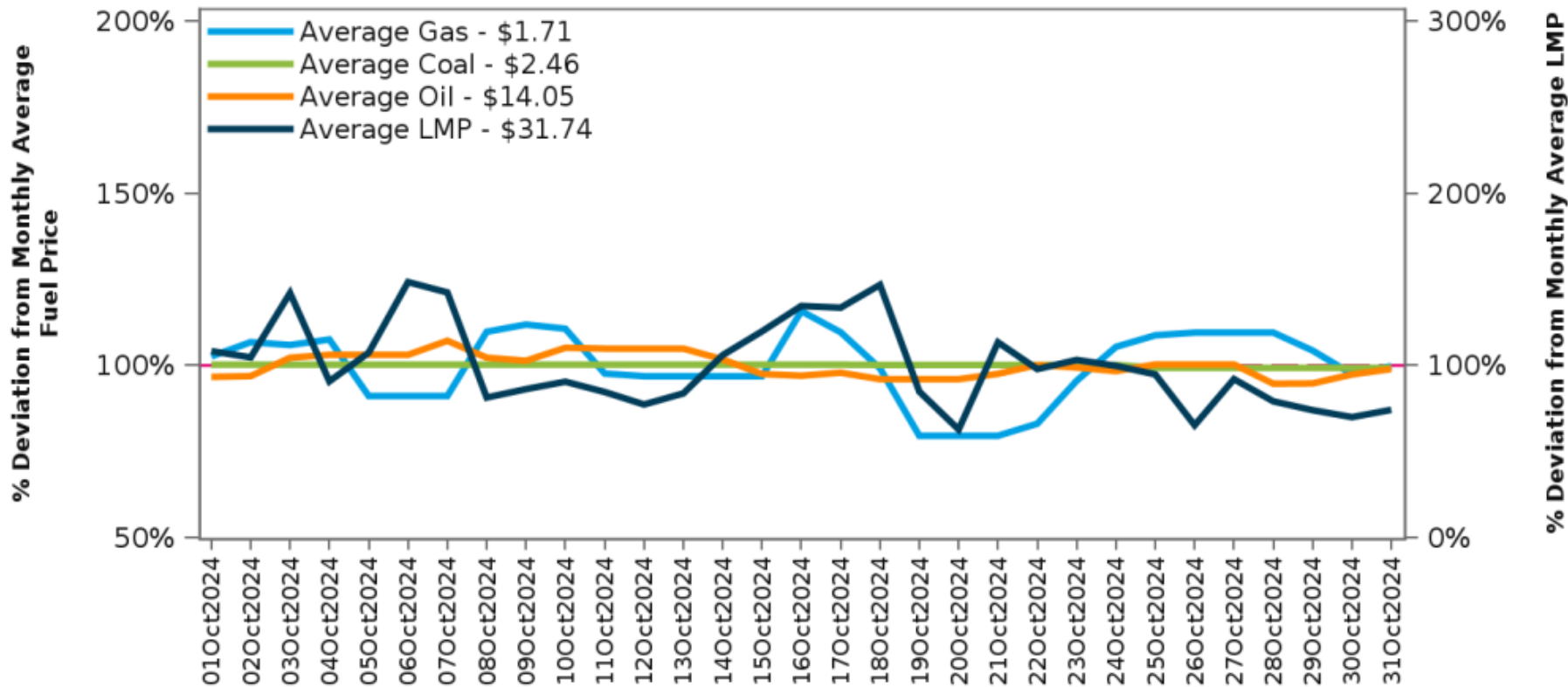


Historic Average Weather and Energy versus Current Month - Daily





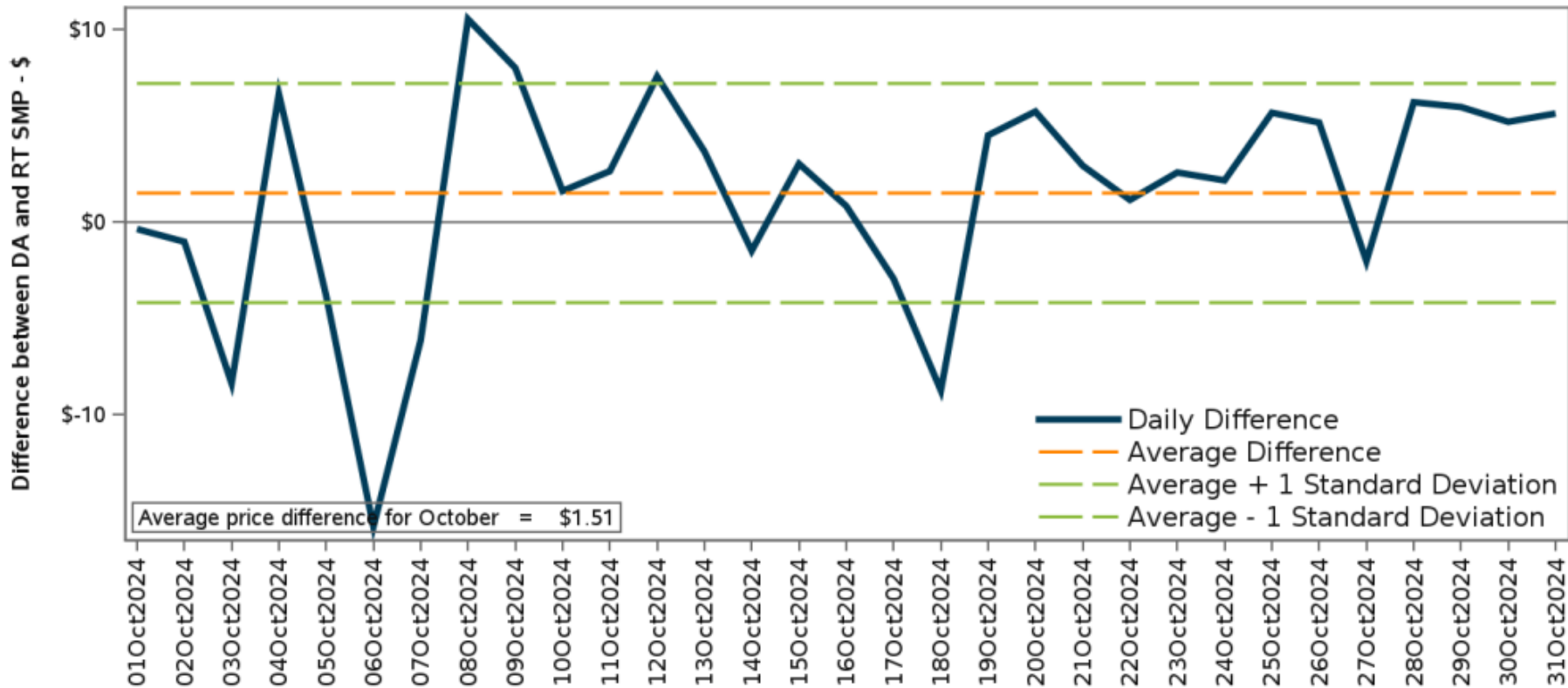
Fuel Price Source: S&P Global Platts



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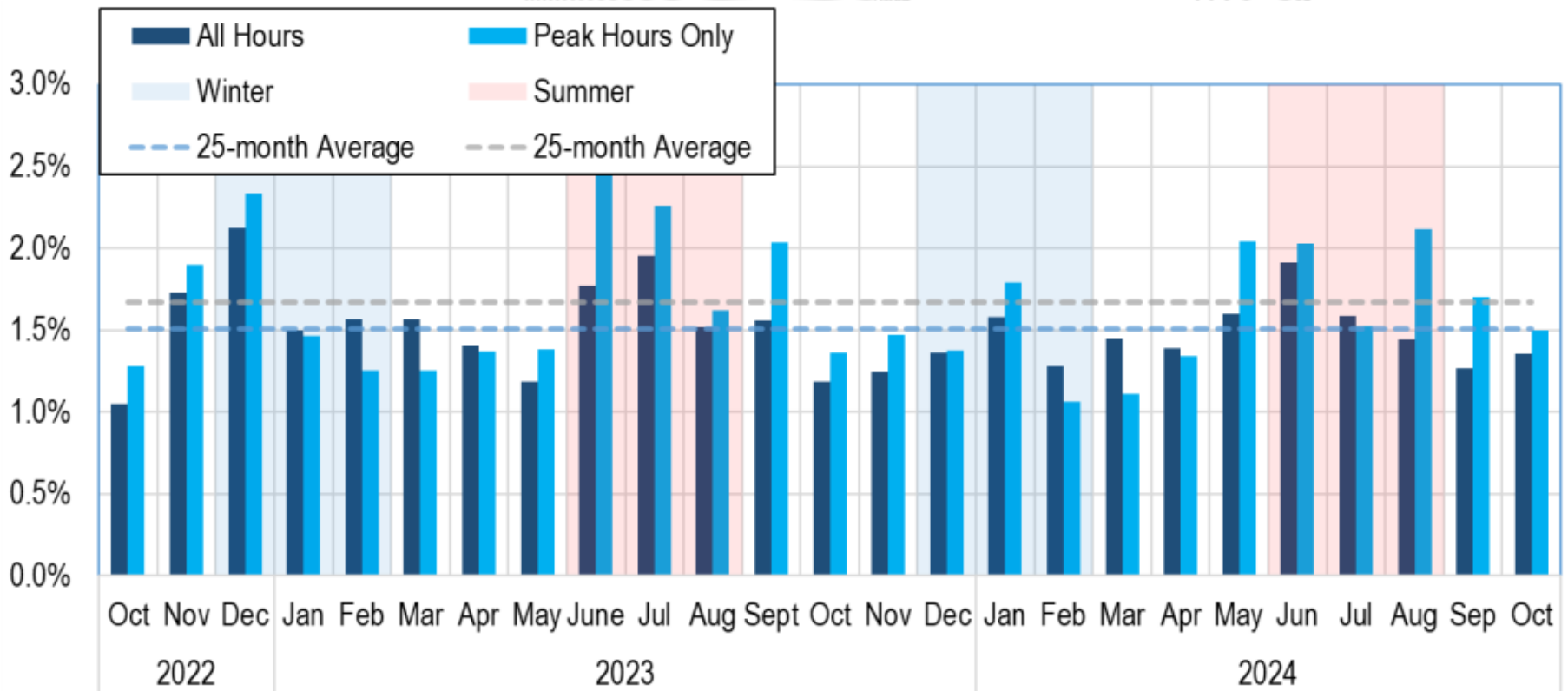


Daily Difference Between Day-Ahead and Real-Time System Marginal Prices

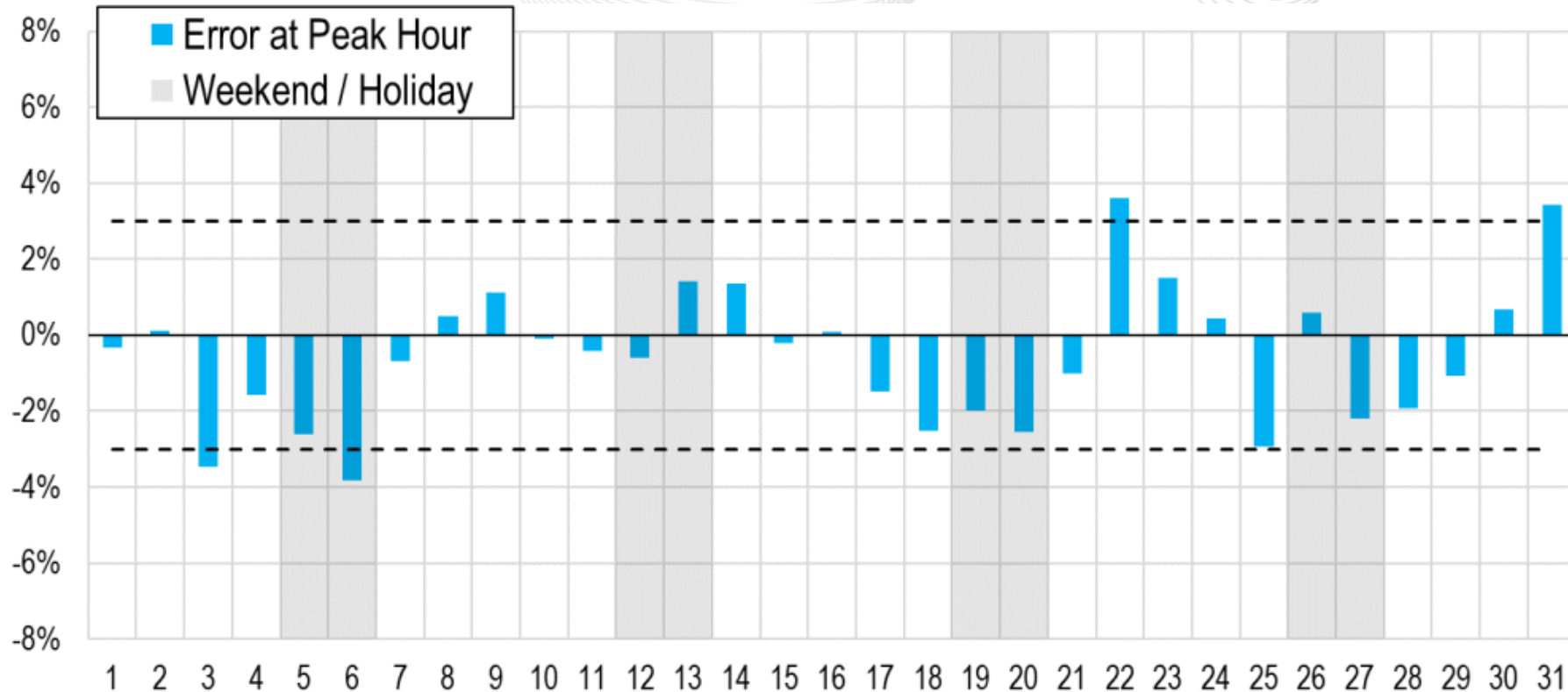


Positive values represent days when the DA daily average price was higher than RT. Negative values represent days when the DA price was lower.

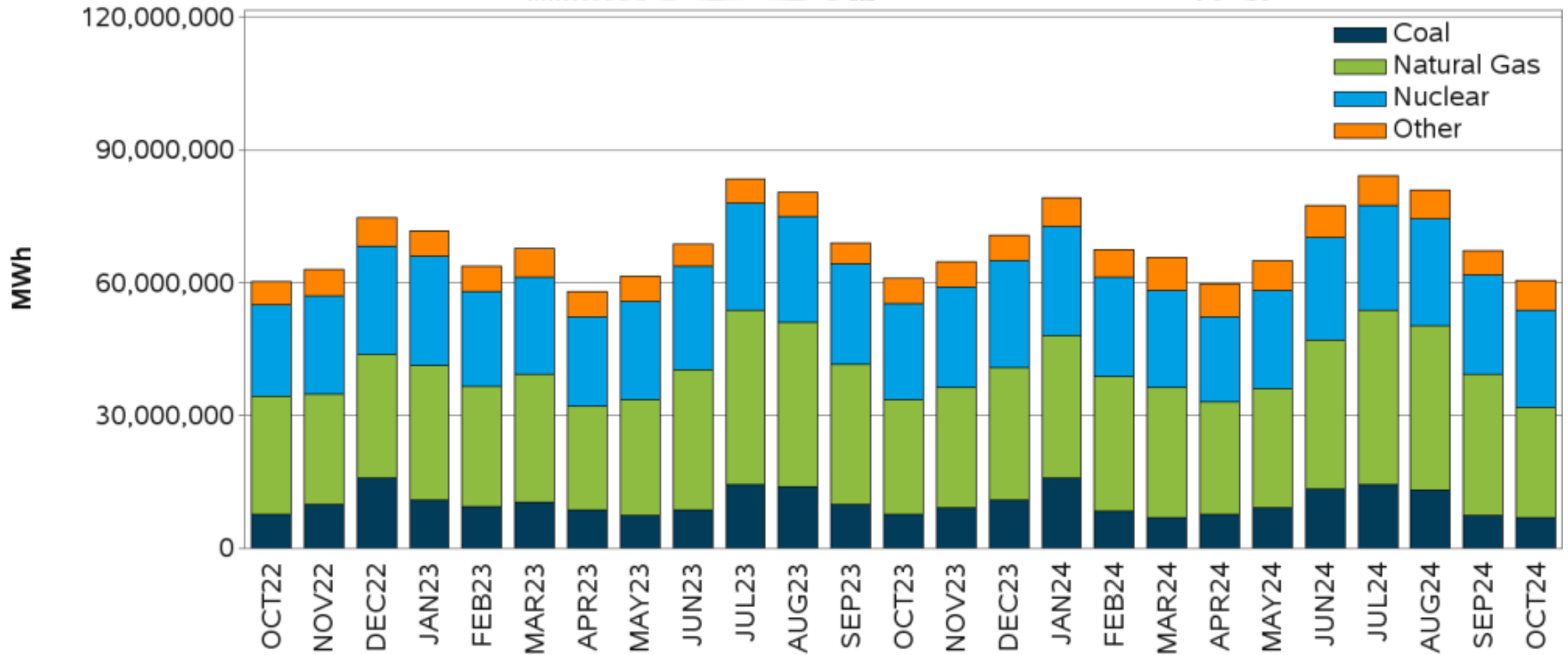
Load Forecast Error - Monthly Absolute Error, 10:00 Forecast



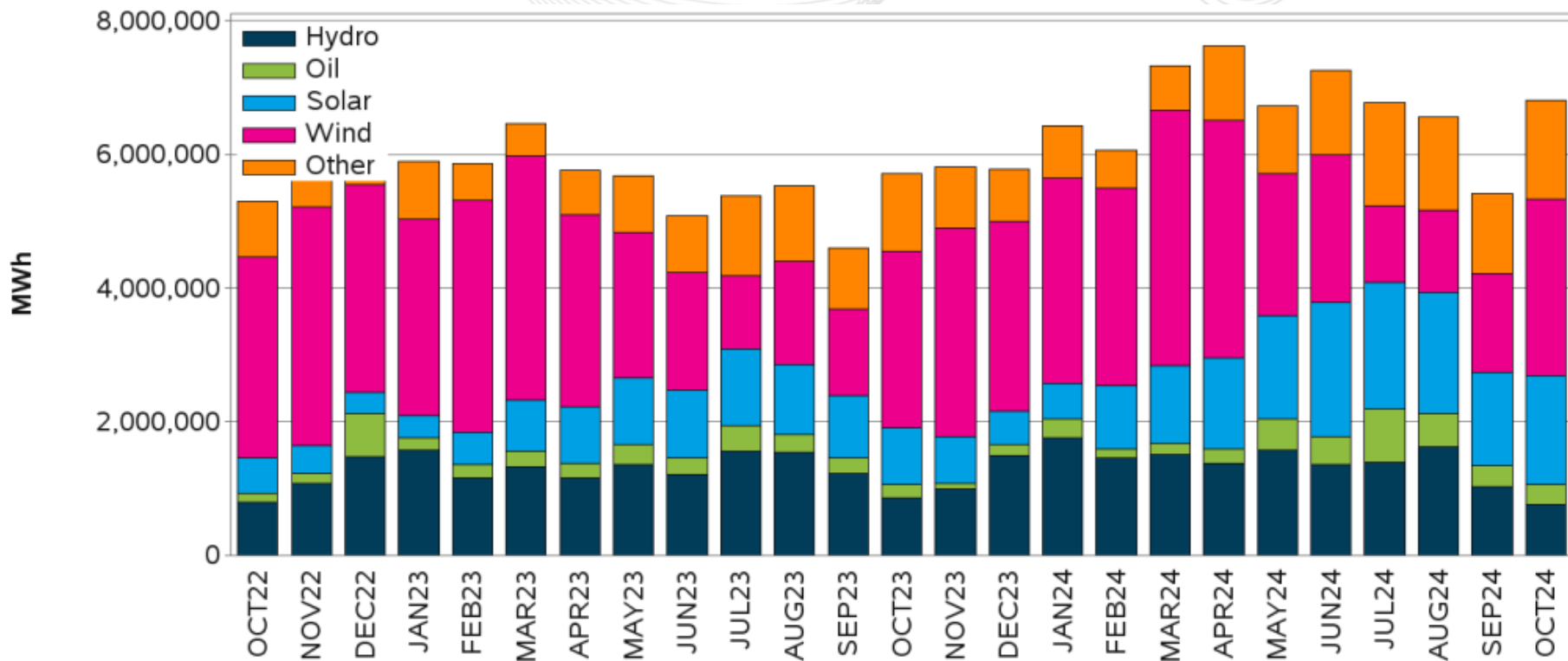
Load Forecast Error - October Daily Peaks, 10:00 Forecast



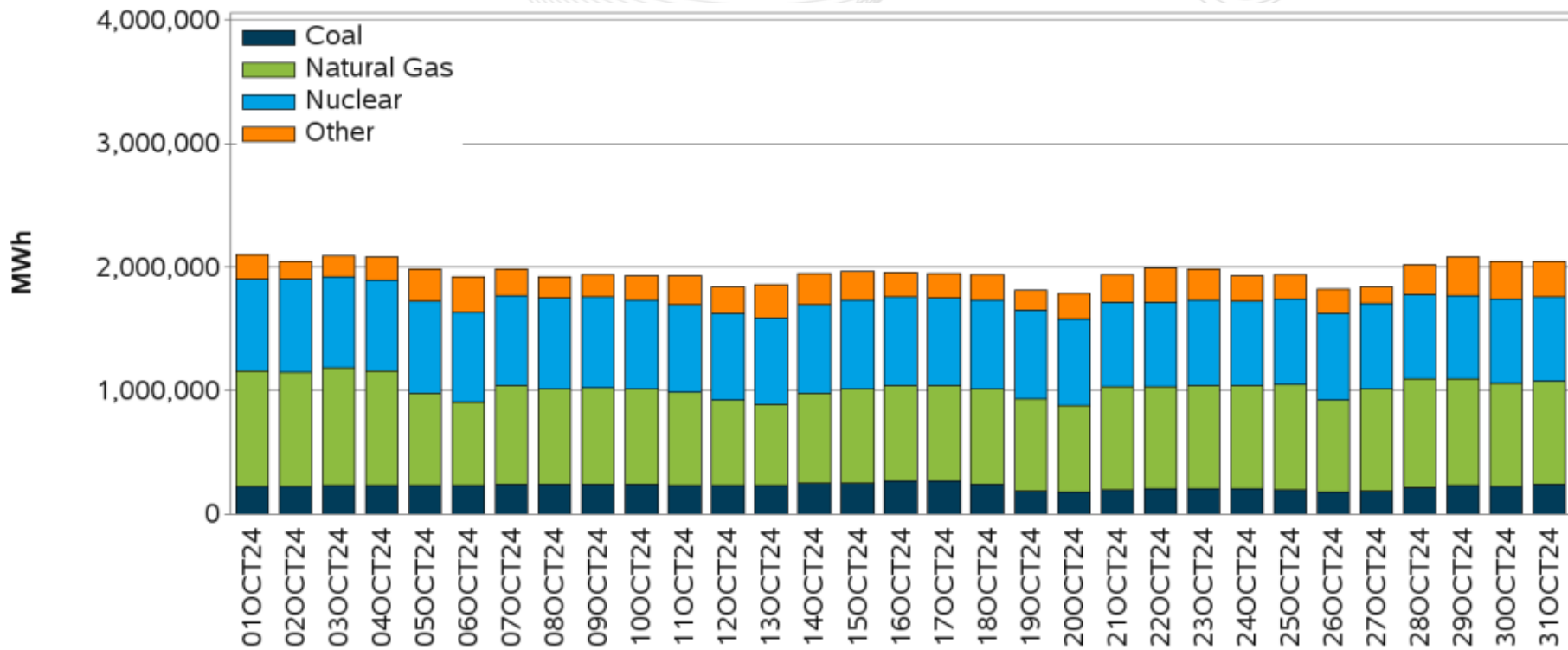
- PJM prepares a day-ahead load forecast at 10:00 am for use by our members.
- This forecast is not used to clear the day-ahead market and is not utilized for the reliability tools that run subsequent to the day-ahead market.
- **October 3 (Thursday):** warmer than forecast overnight low temperatures in the east led to higher than expected loads and under-forecasting.
- **October 6 (Sunday):** warmer than forecast temperatures for the second half of the day led to more load being pulled, leading to under-forecasting at peak.
- **October 22 (Tuesday):** the footprint entered a stretch of warmer temperatures and adjustments were needed to stay in step with models coming in on the high side. However the load did not come in higher as we entered the third day above much warmer temperatures, leading to over-forecasting.
- **October 31 (Thursday):**
 - A strong cold front was pushing across the west and Ohio Valley, leading to drops in temperatures and lower than expected loads.
 - Loads were also impacted from HE18-22 due to impacts from holiday, coming in lower than forecast and leading to over-forecasting.



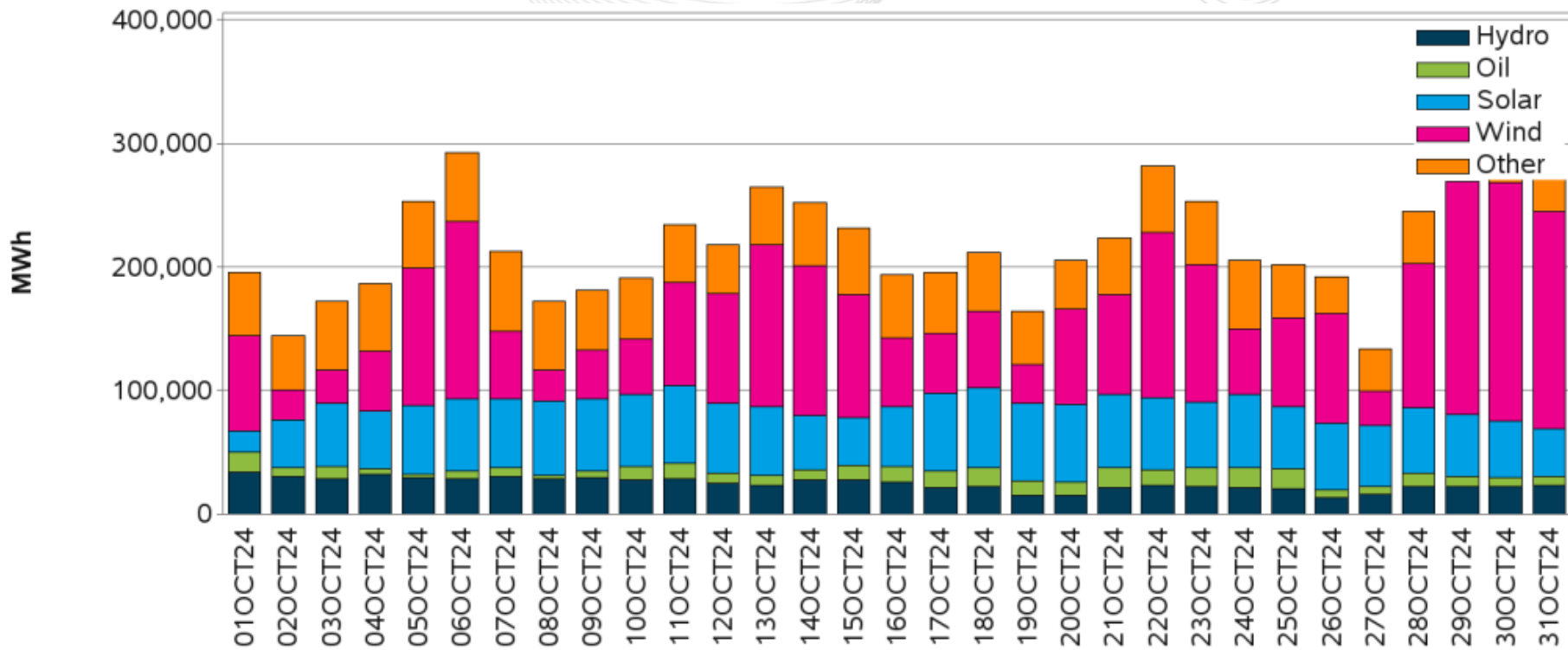
Other includes Hydro, Oil, Solar, Wind, and Other



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

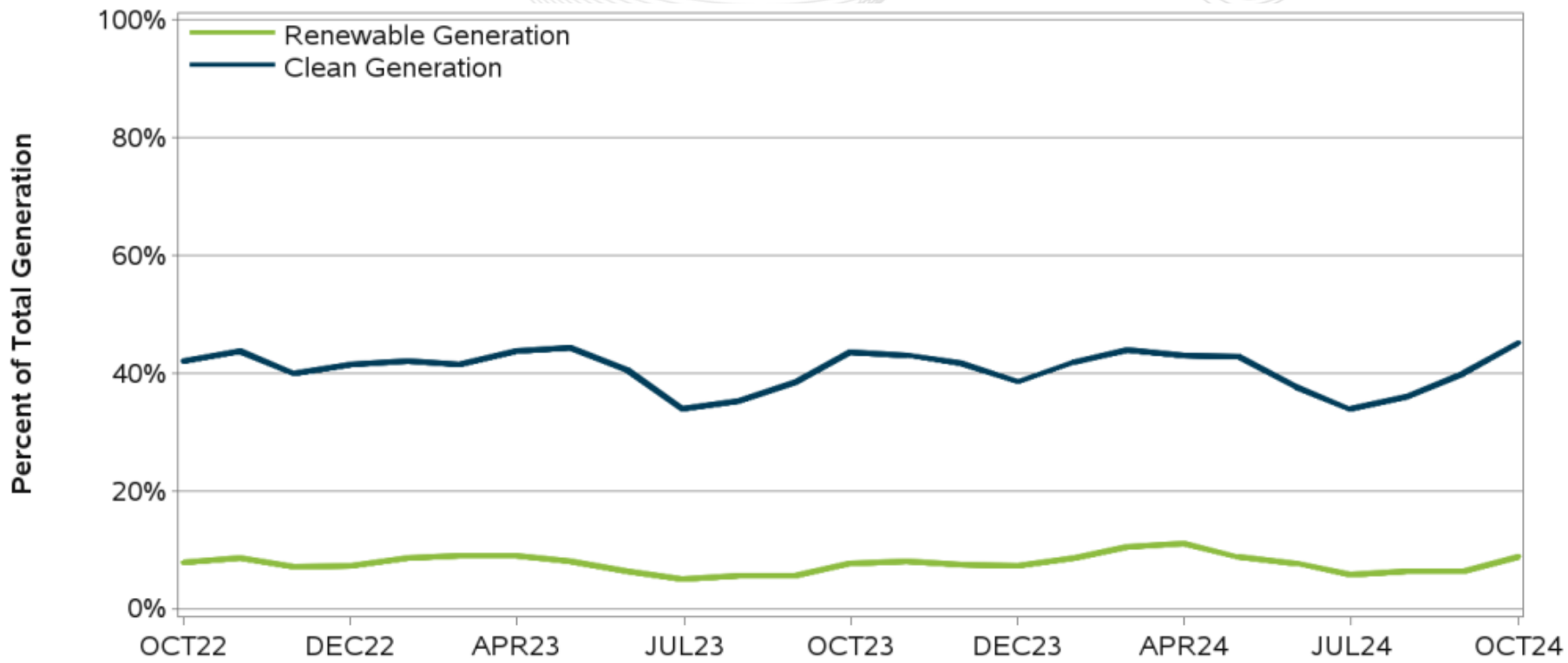


'Other' includes Hydro, Oil, Solar, Wind, and Other



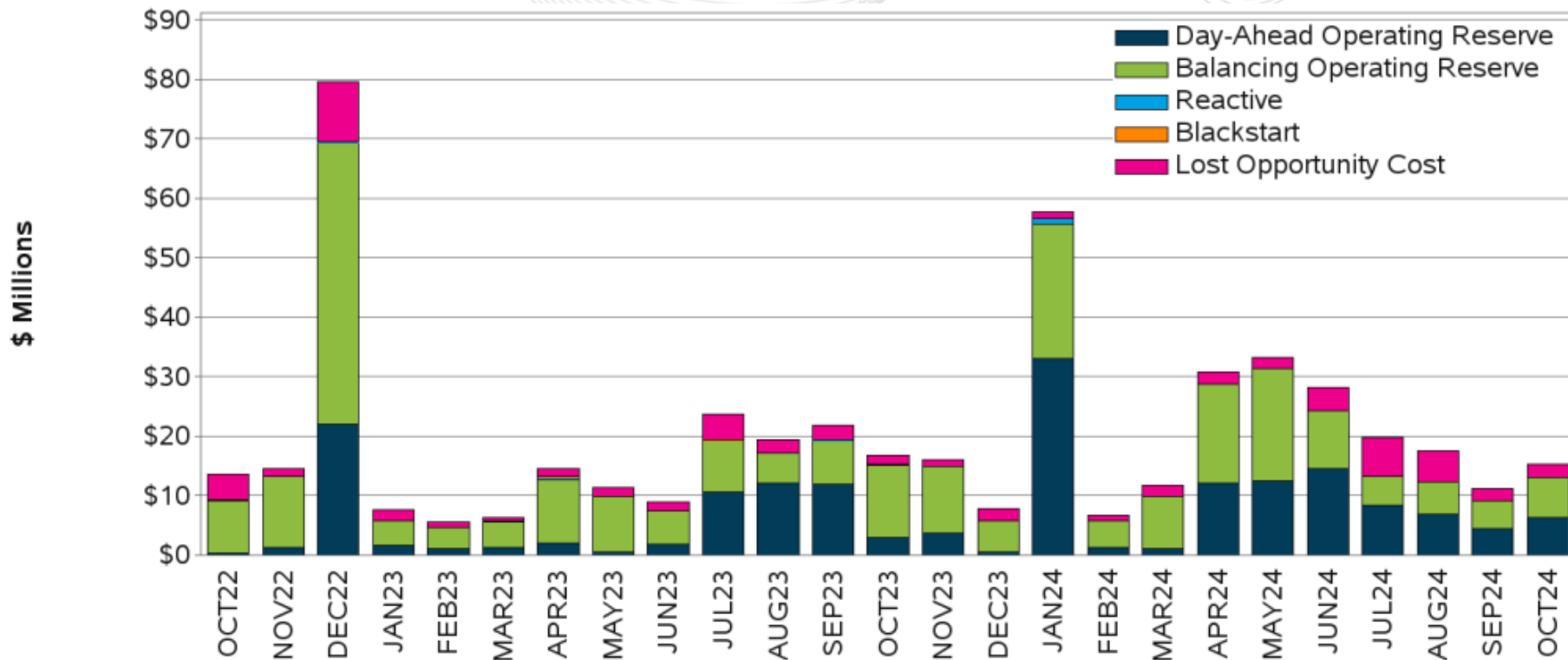
'Other' includes Flywheels, Multiple Fuels, Storage, and Other Renewables

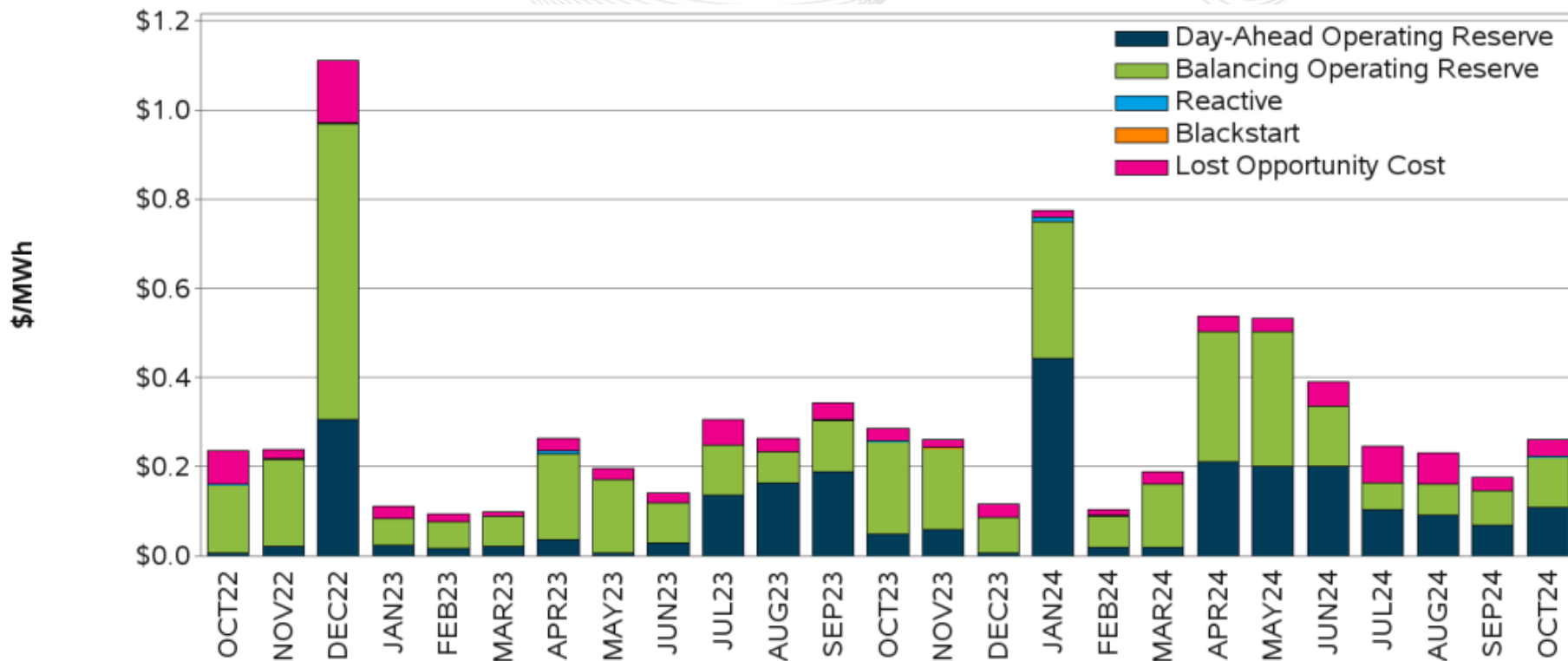
Percent of Renewable and Clean Generation

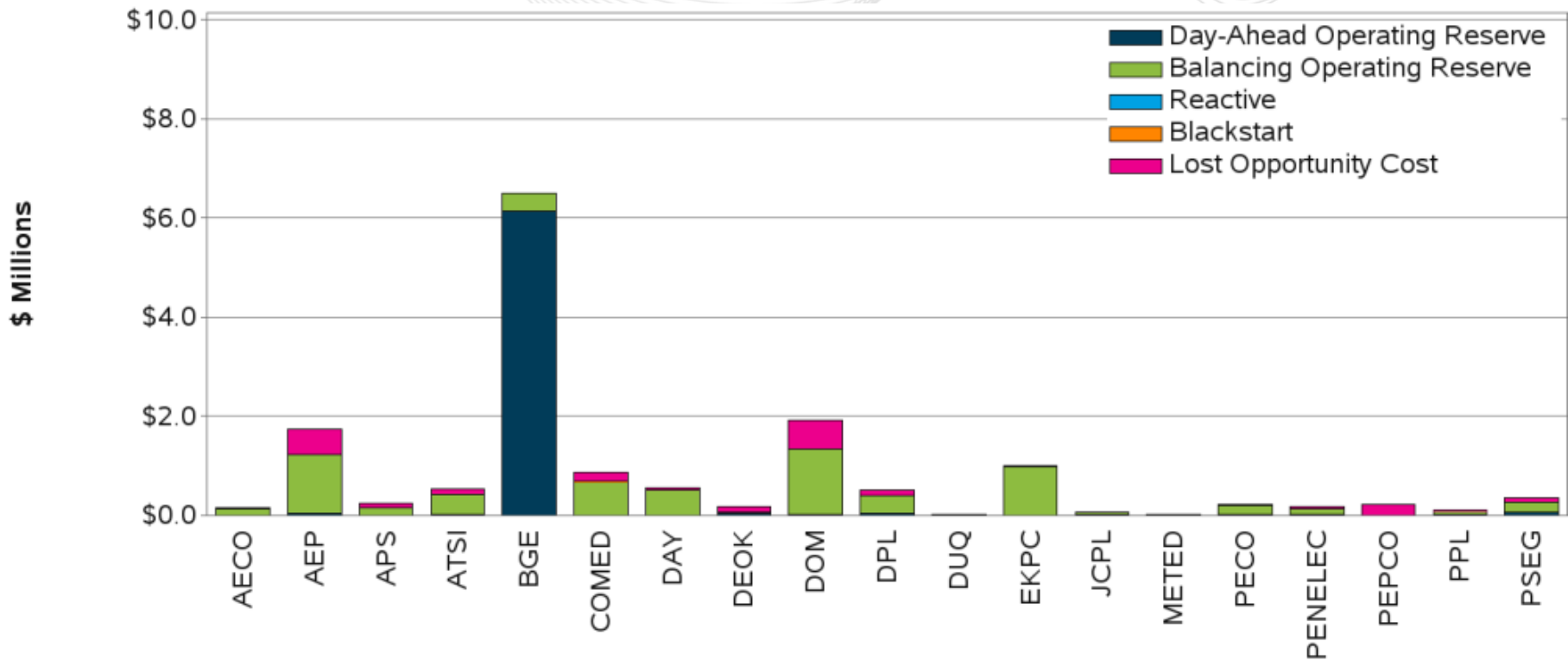


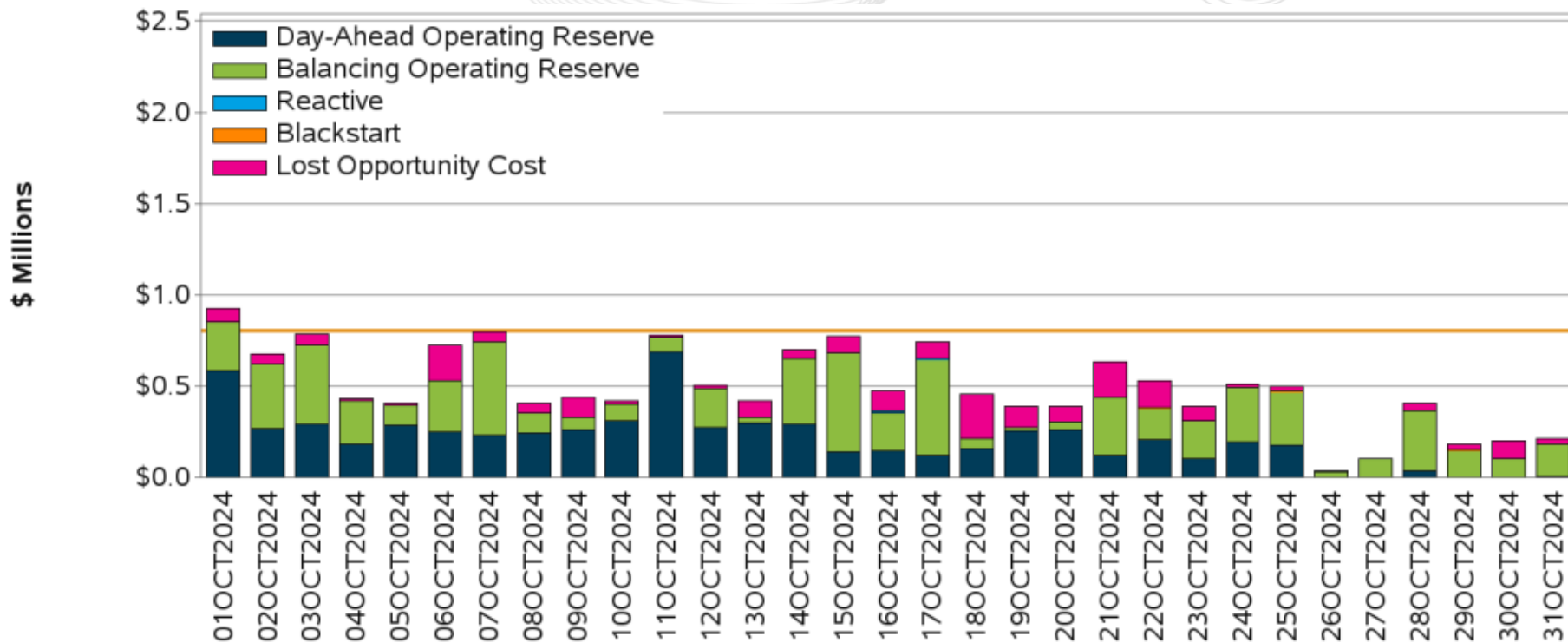
'Renewable' includes Wind, Solar, Hydro, and Other Renewables. 'Clean' includes Renewable and Nuclear.

Operating Reserve (Uplift)

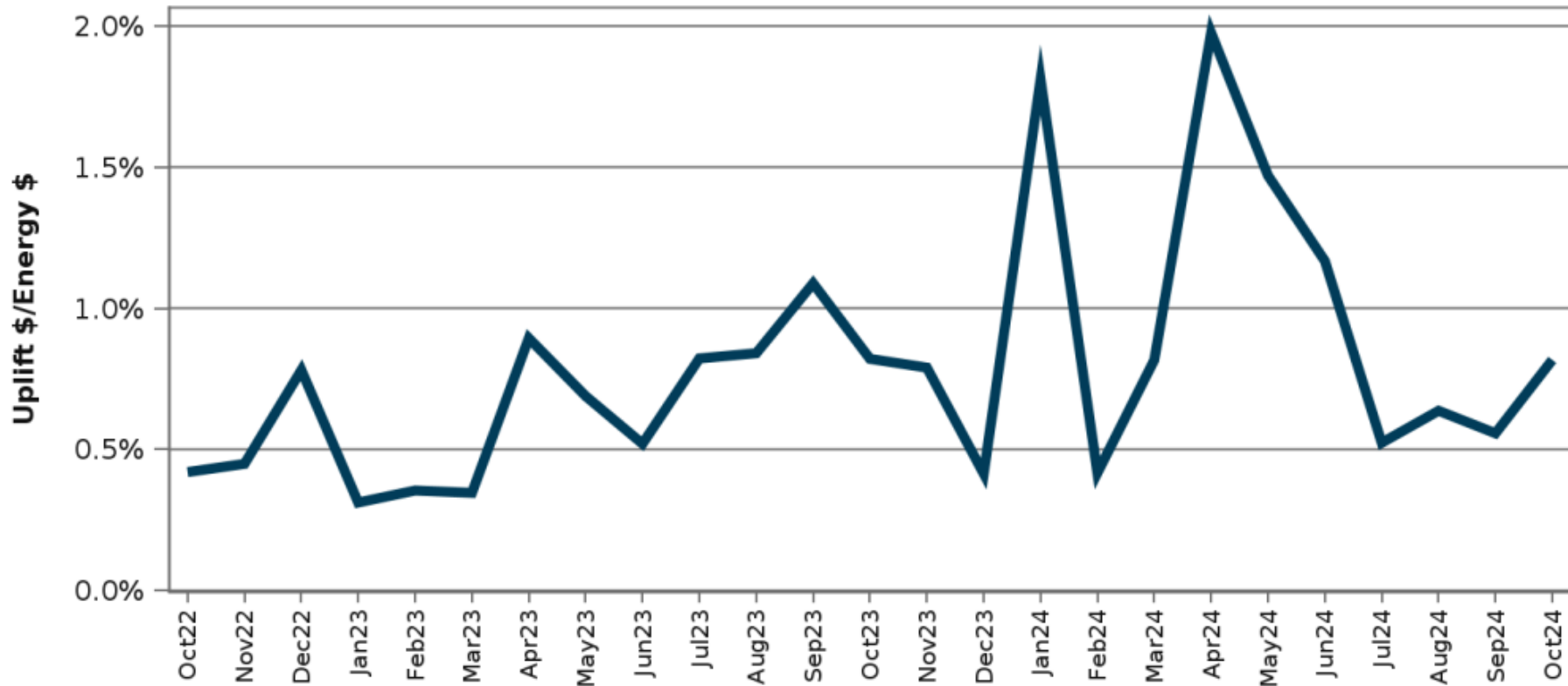




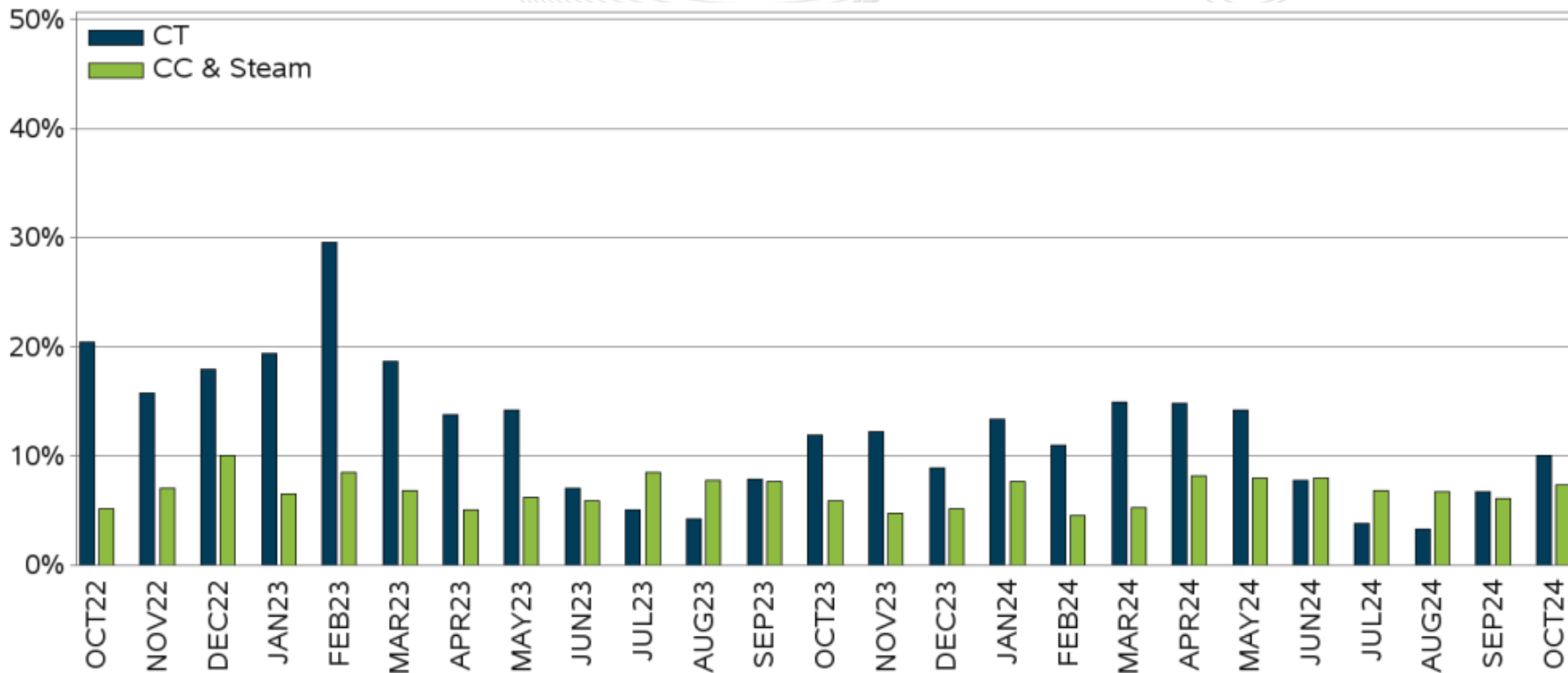




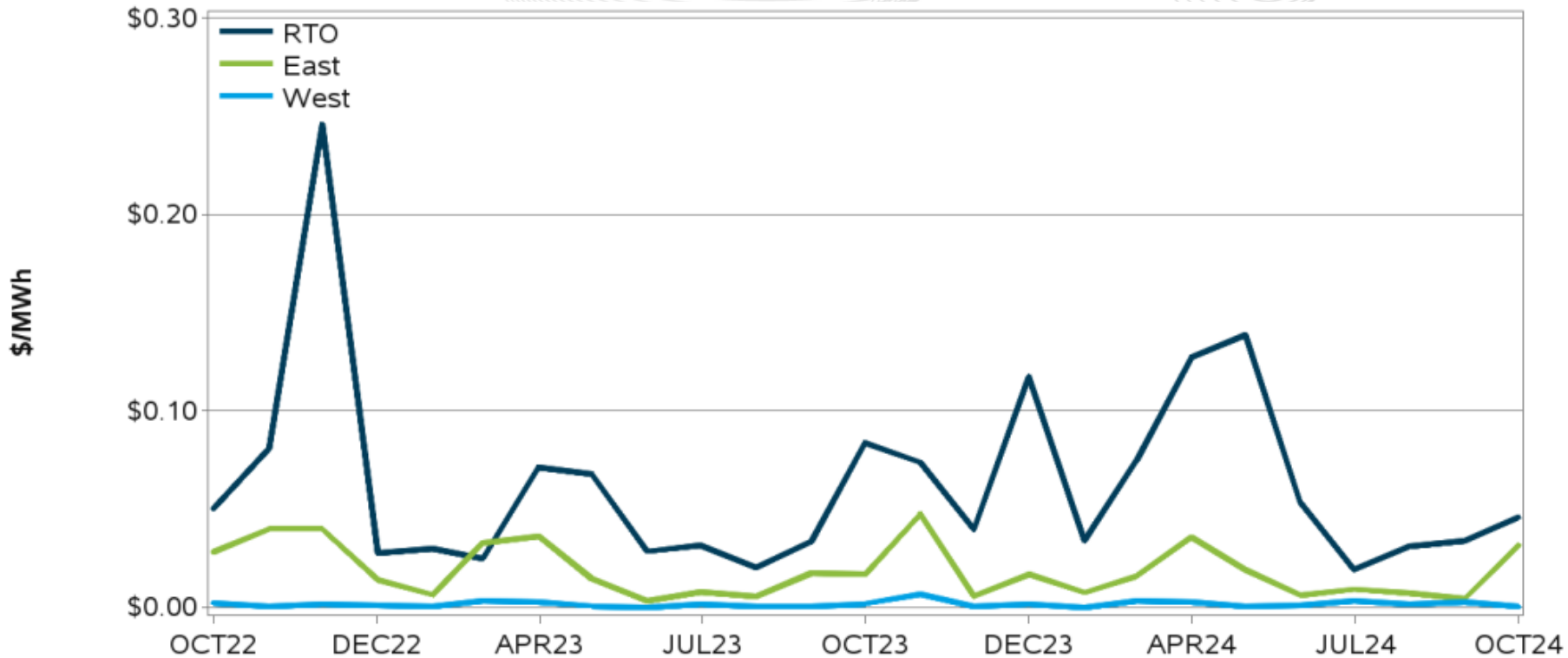
- In October, uplift exceeded \$800,000 on one days -
- Contributing factors to uplift were:
 - [DA OR from steam needed to support north to south flows](#)
- More information on Uplift can be found on the PJM website at [Drivers of Uplift](#)



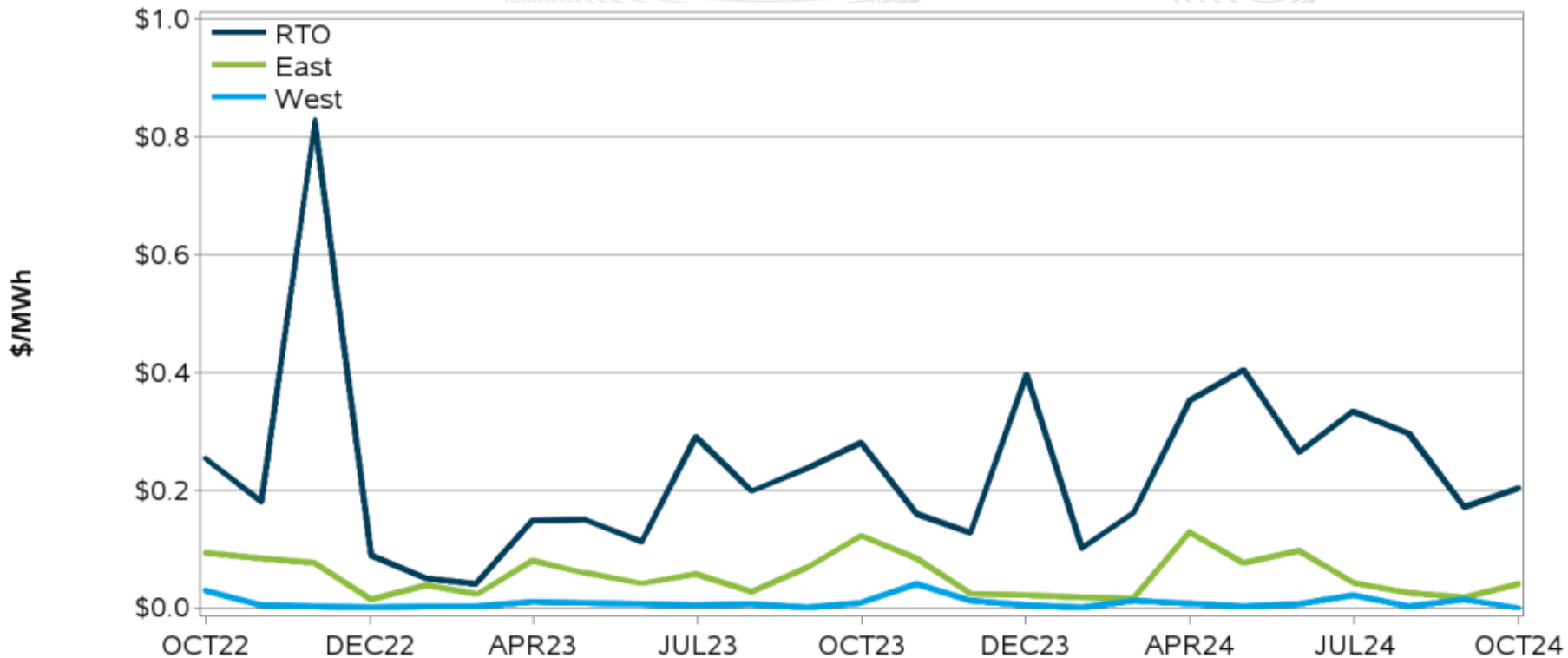
Percent of Total CT, CC and Steam Hours with LMP < Offer



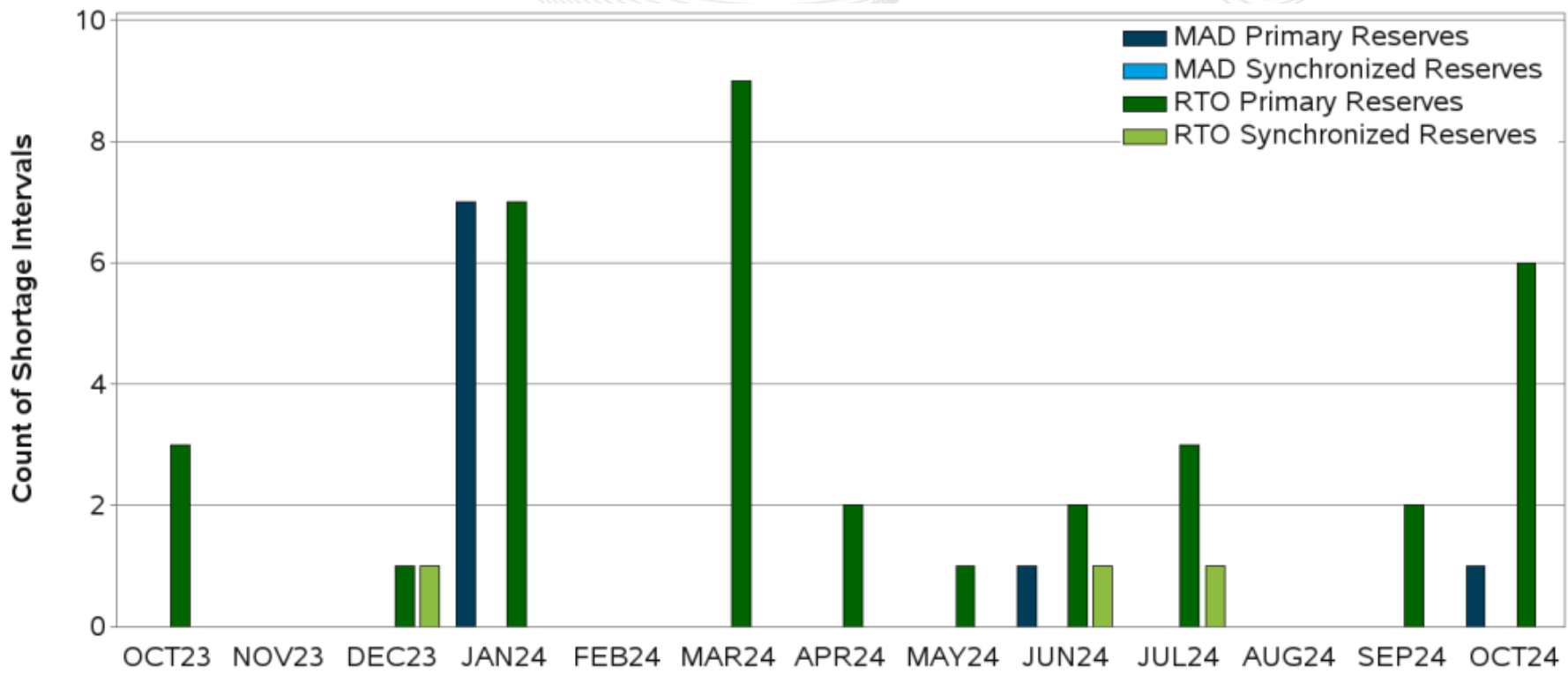
- Beginning in December 2008, the daily Balancing Operating Reserves (BOR) rate was replaced with six different BOR rates: RTO BOR for Reliability Rate, RTO BOR for Deviations Rate, East BOR for Reliability Rate, East BOR for Deviations Rate, West BOR for Reliability Rate, West BOR for Deviations Rate.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

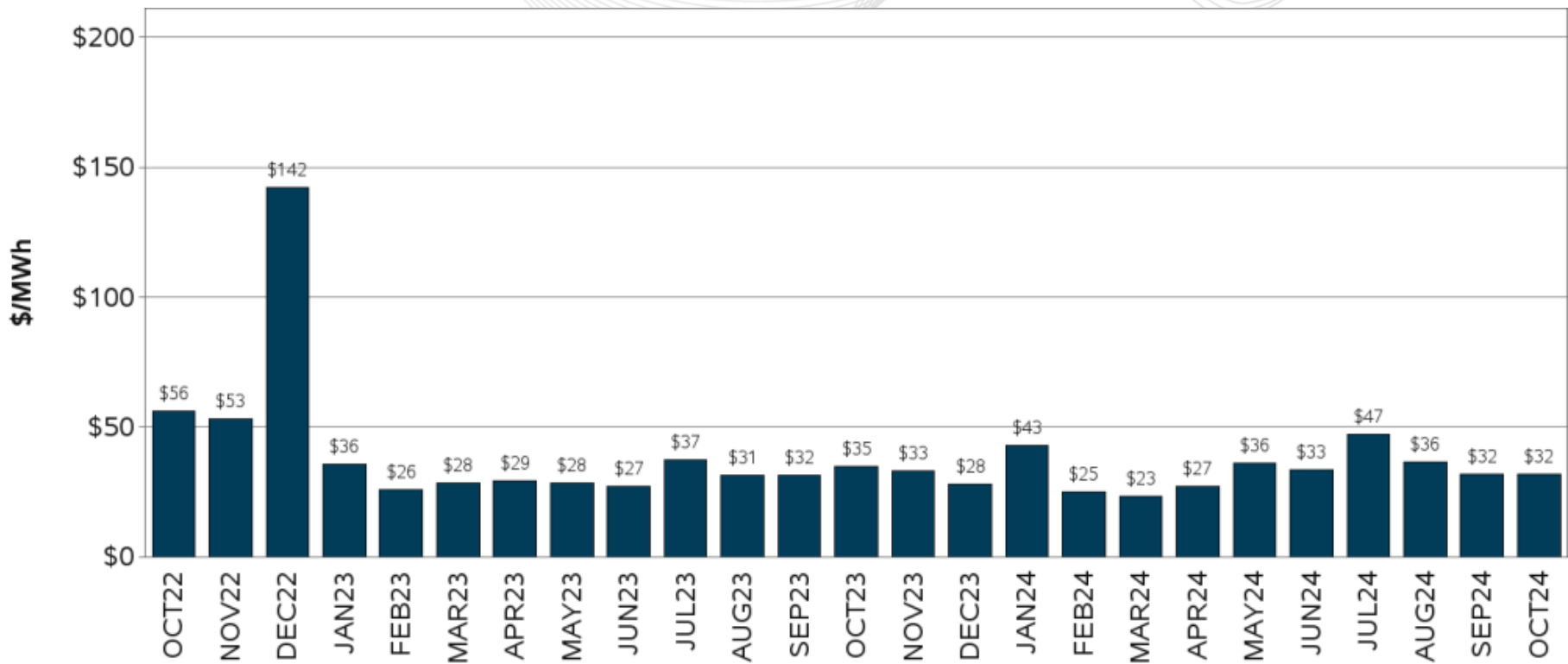


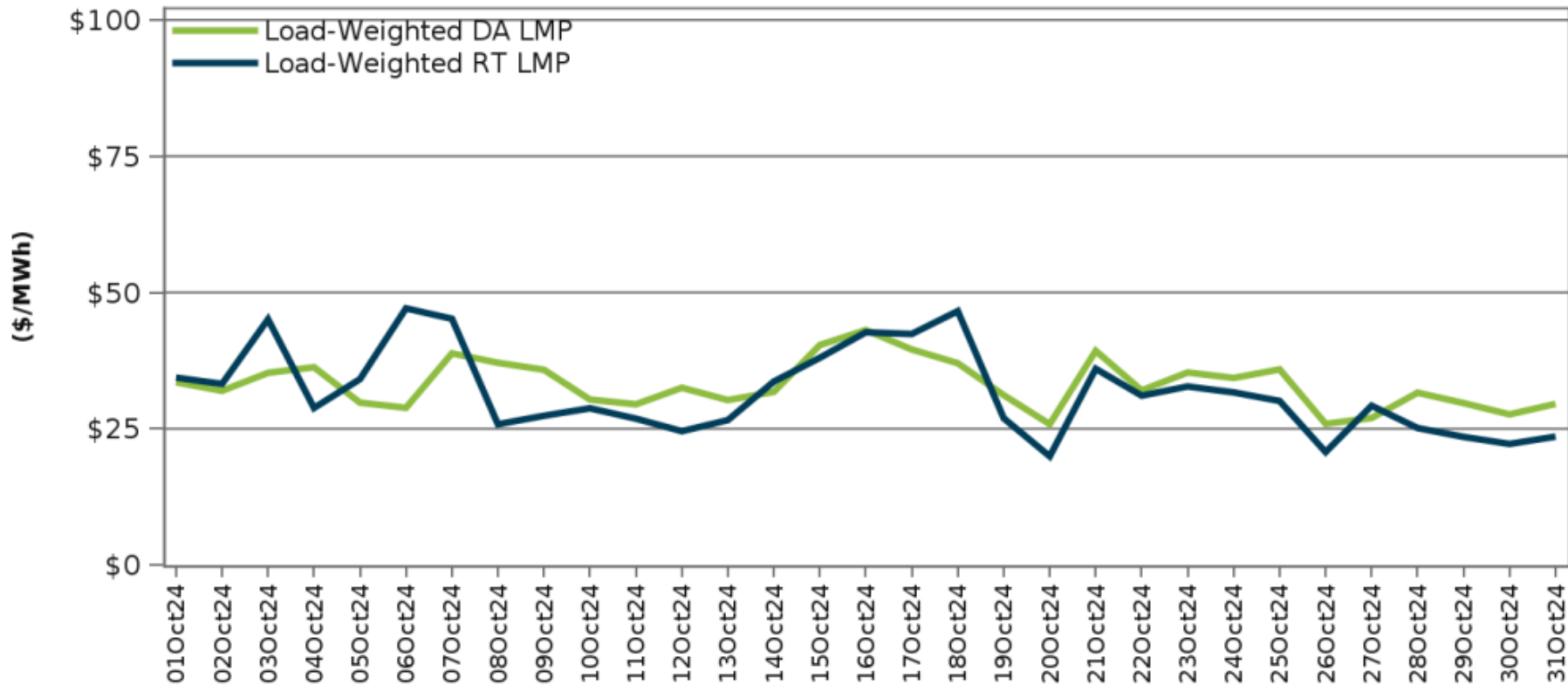
Energy Market LMP Summary



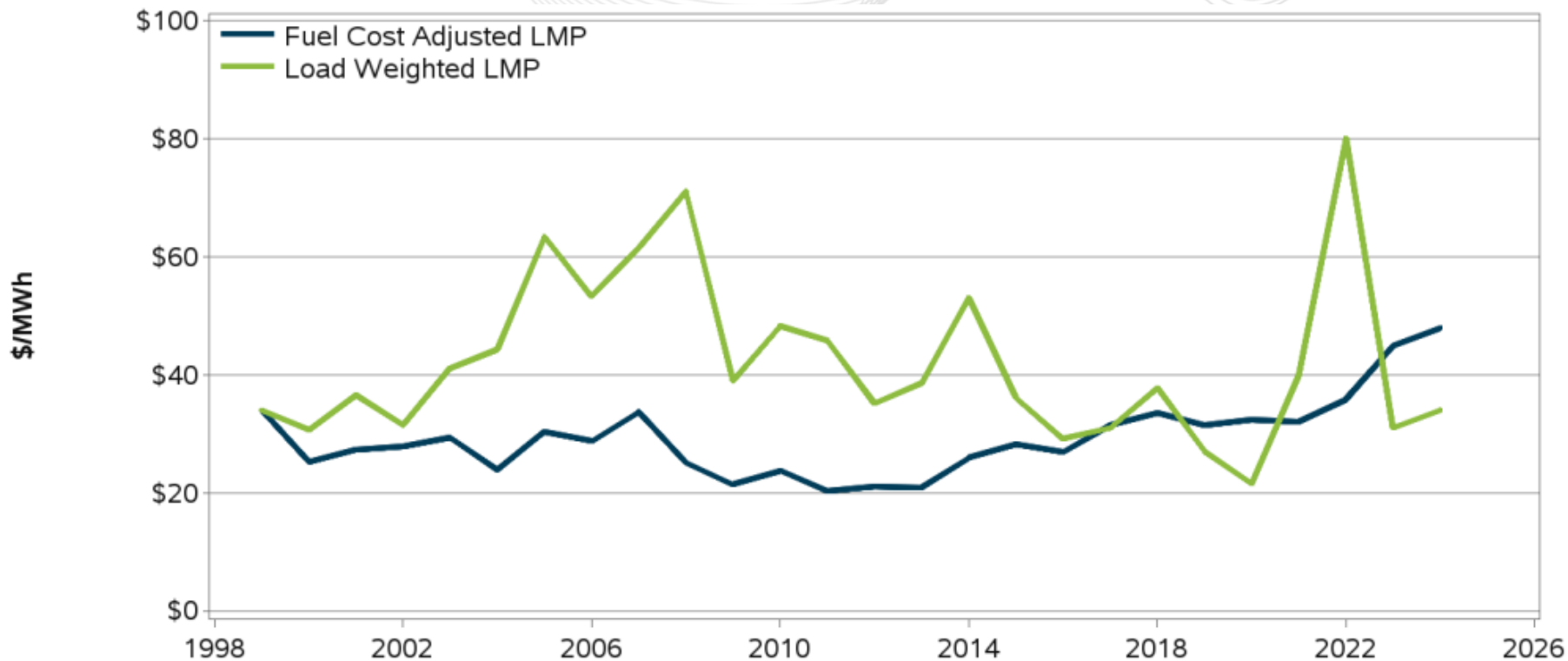
[Information on constraints and shadow prices can be found here](#)

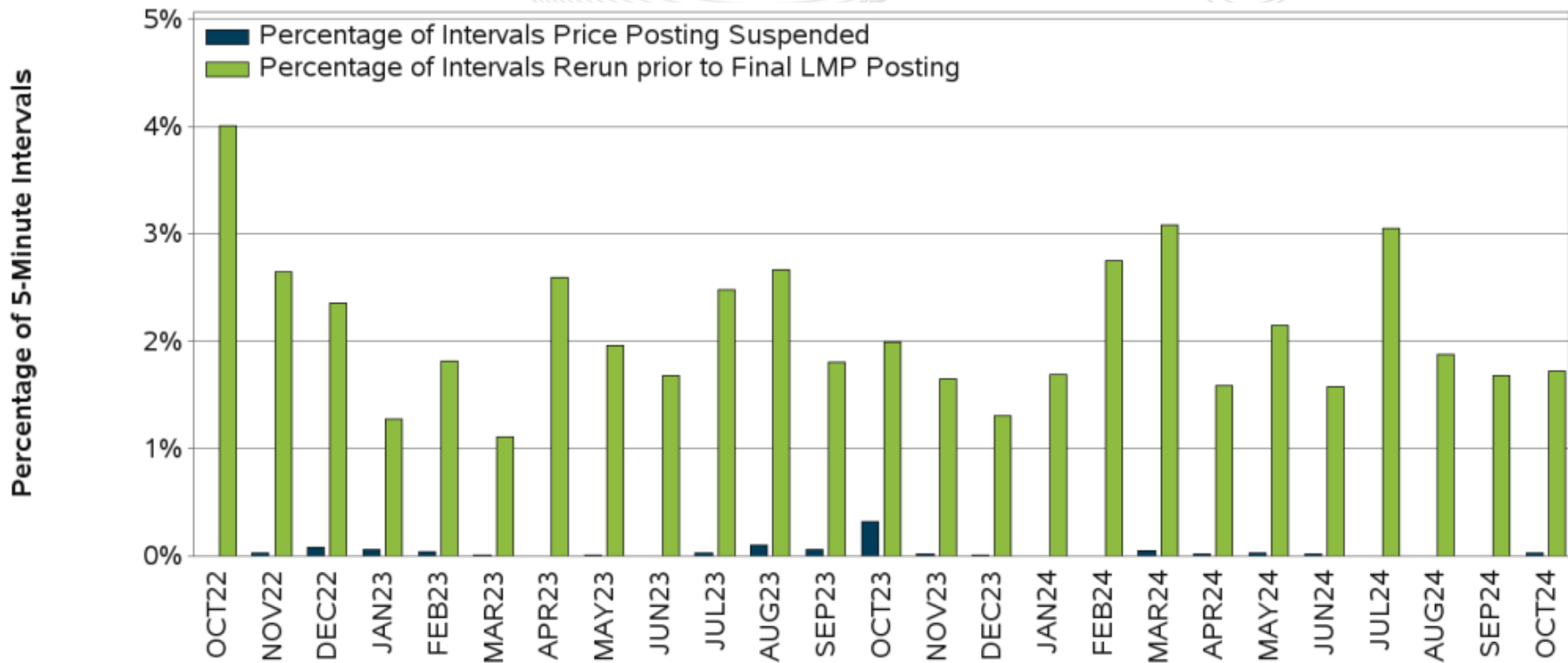
Monthly Load-Weighted Average Real-time LMP





Fuel Cost Adjusted LMP (Referenced to 1999 Fuel Prices)

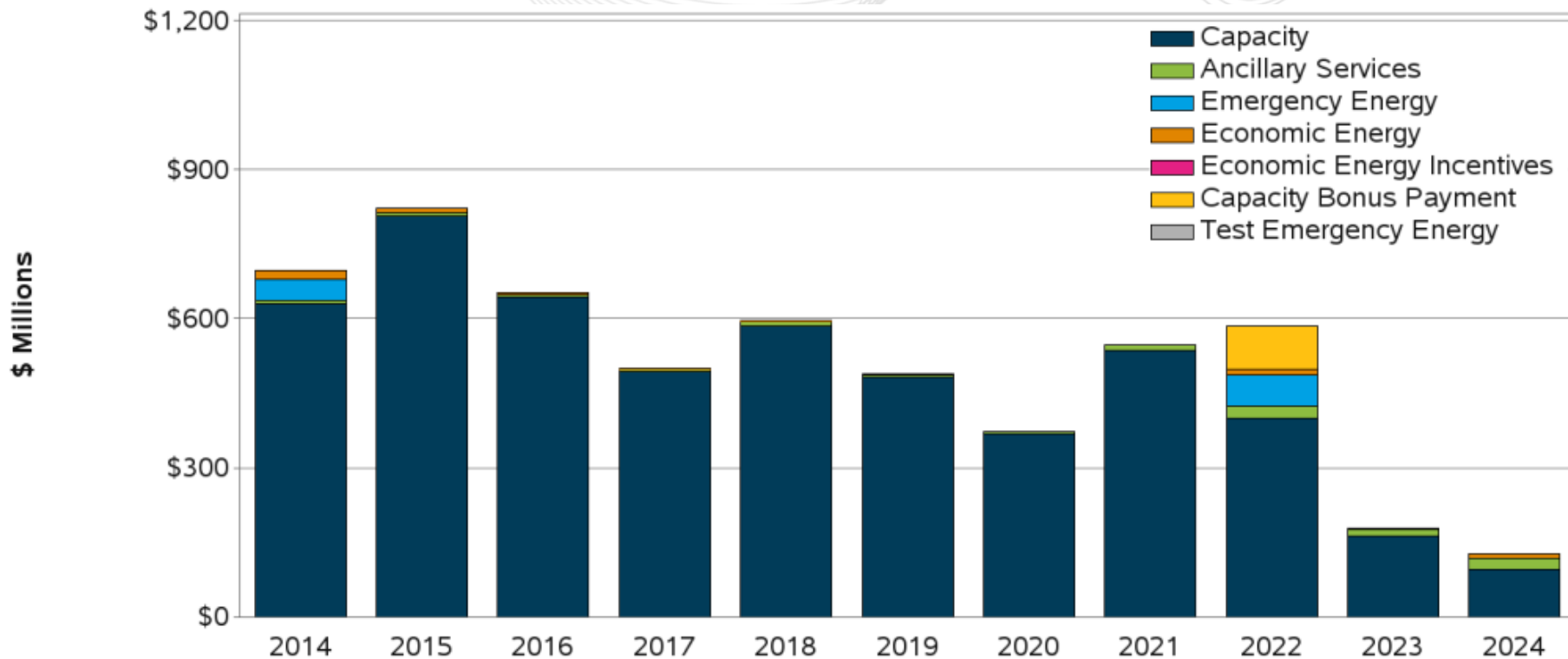


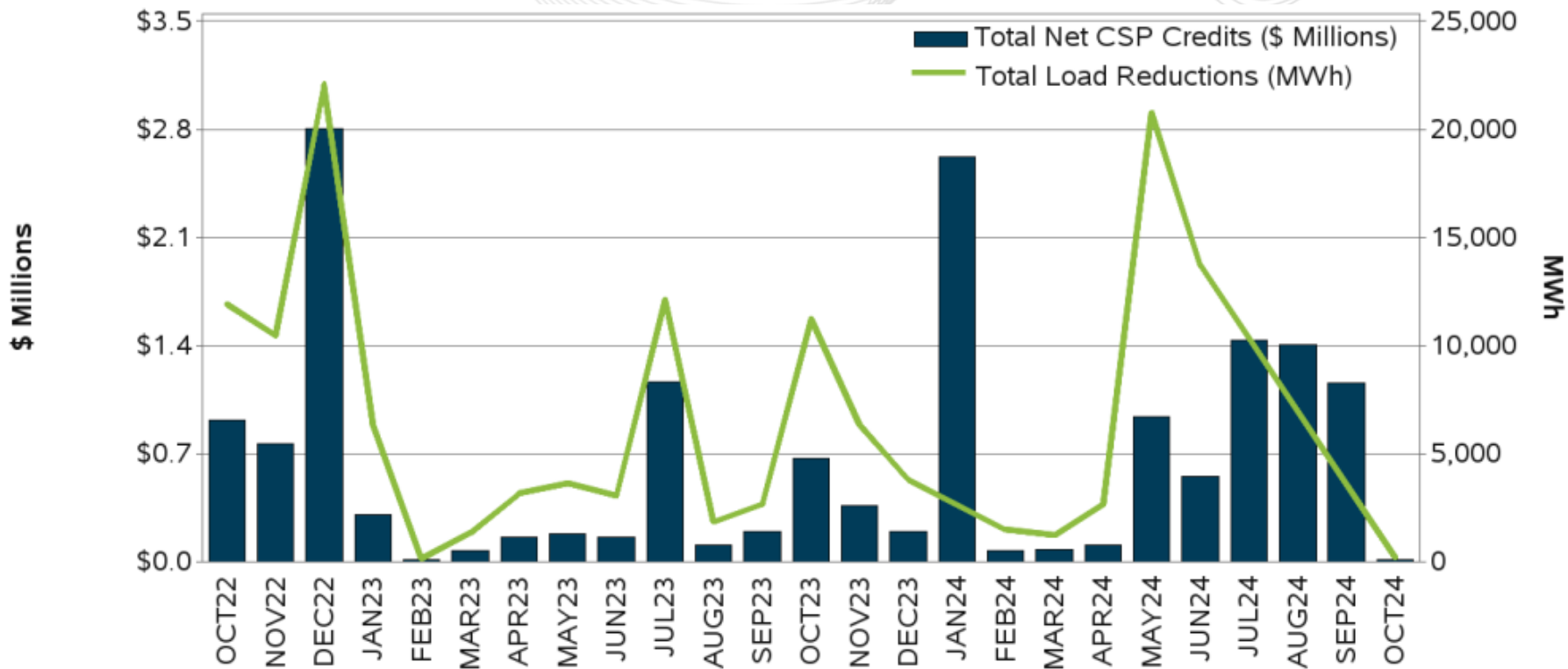


Energy Market

Demand Response Summary

Demand Side Response Estimated Revenue

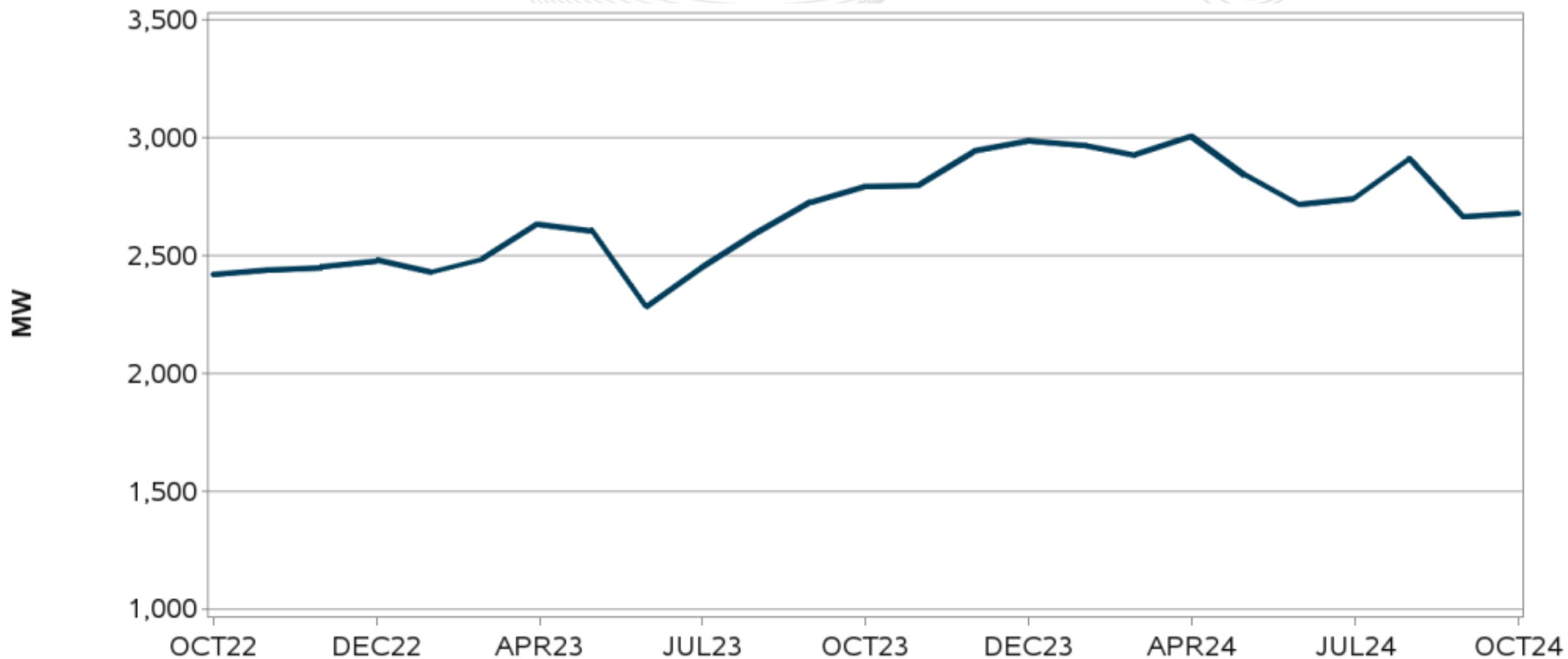




*Data for the last few months are subject to significant change due to the settlement window.



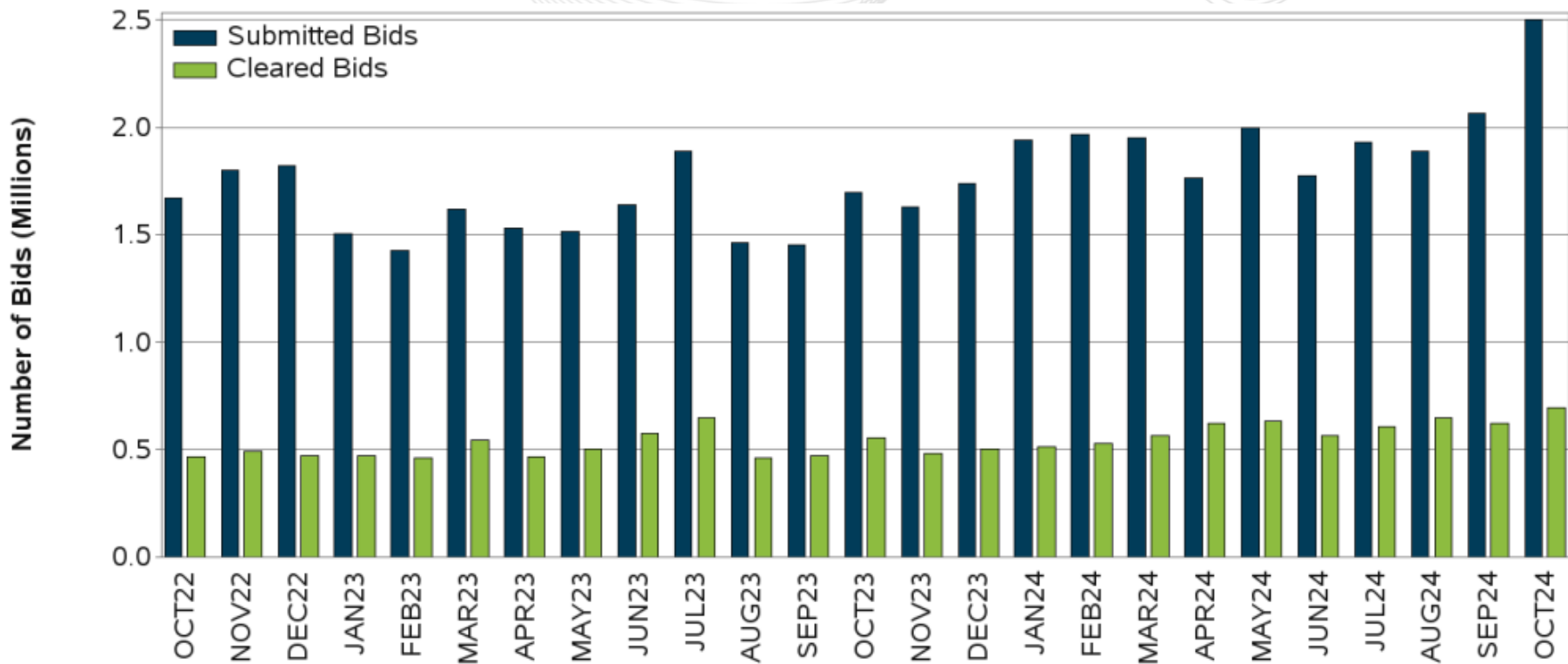
Total Registered MW in PJM's Economic Demand Response

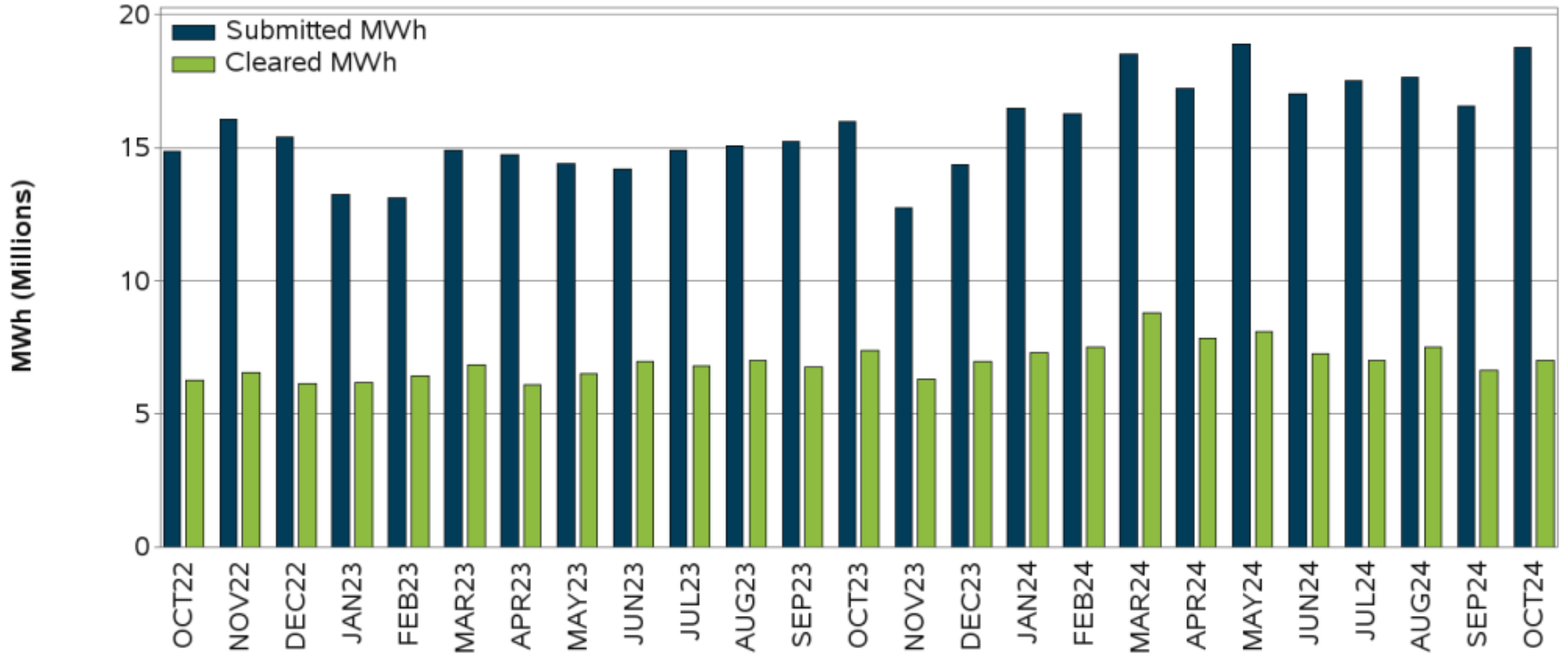


Energy Market

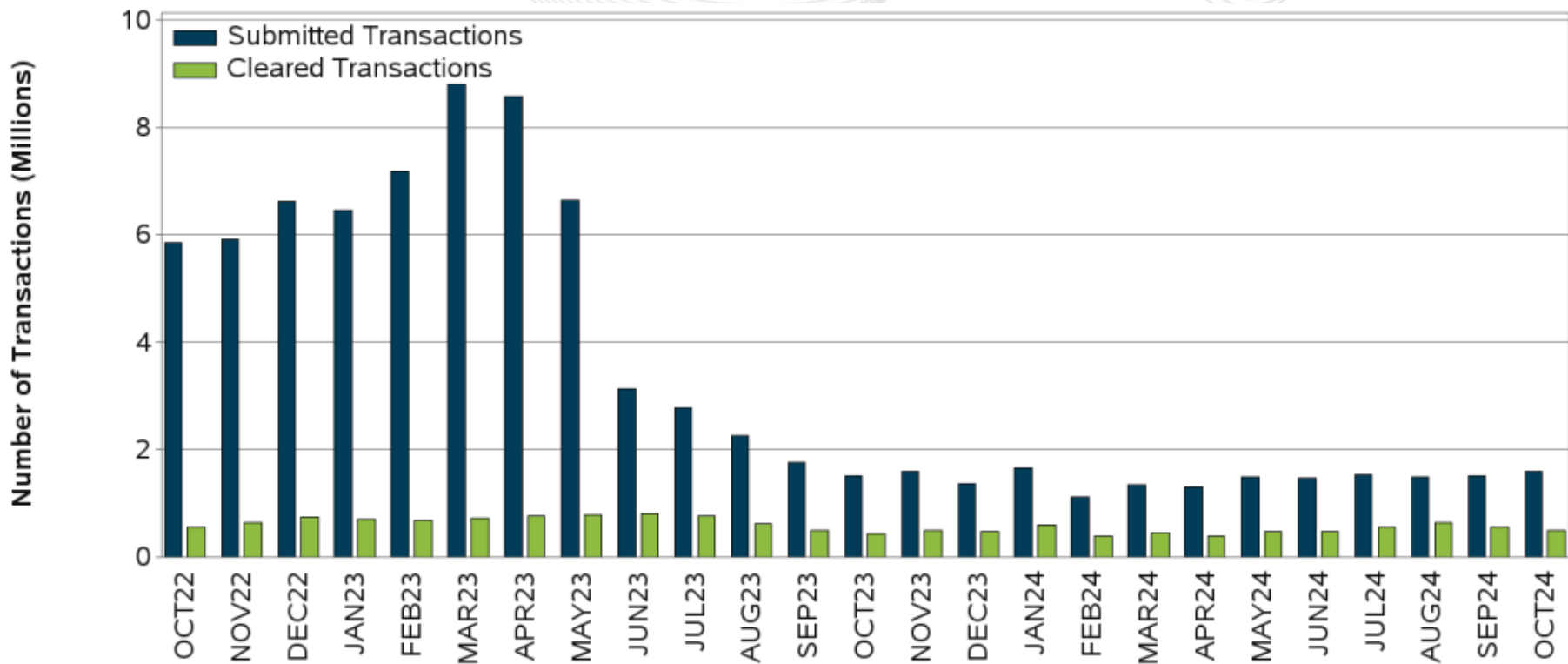
Virtual Activity Summary

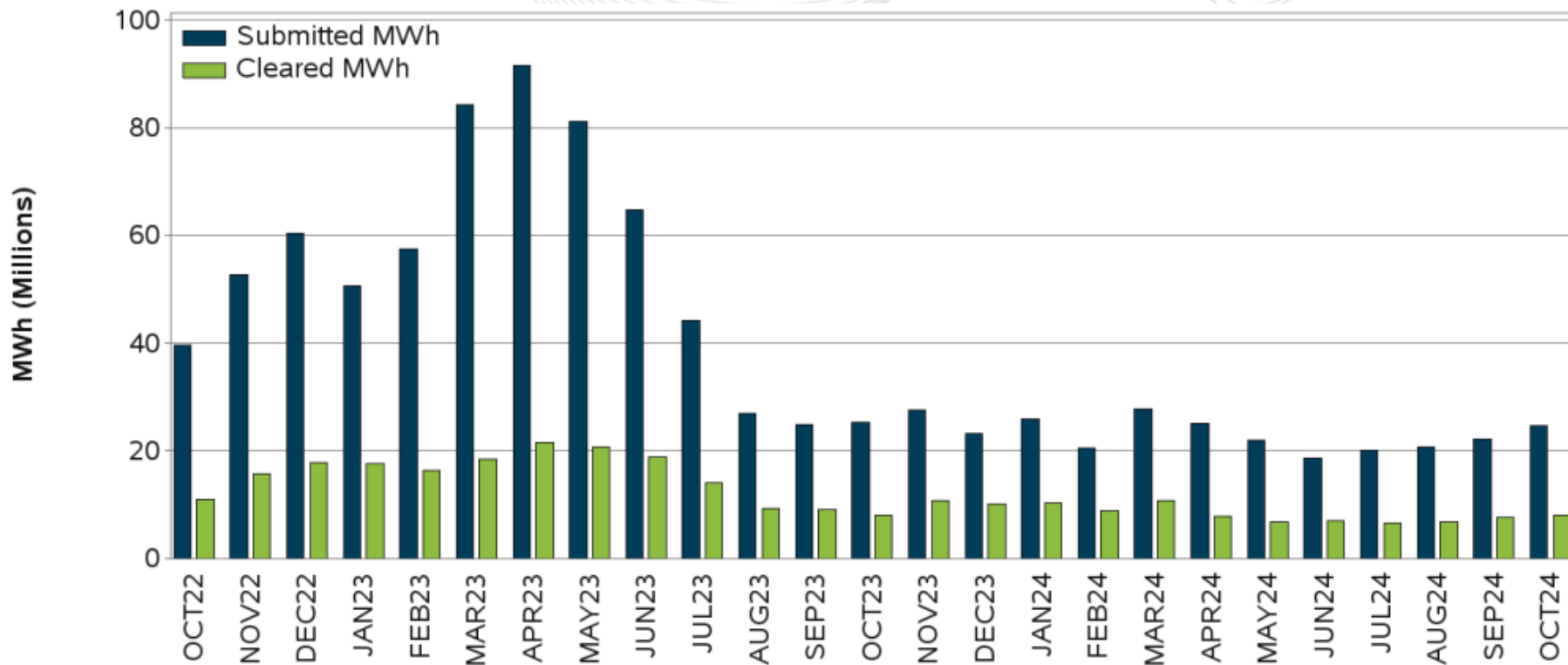
- The following six charts depict trends in submitted and cleared virtual and up-to-congestion transactions, in terms of number and volume, into the PJM Energy Market. The first two of these charts show the submitted and cleared increment and decrement bids (virtual transactions or virtuals) and they 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.



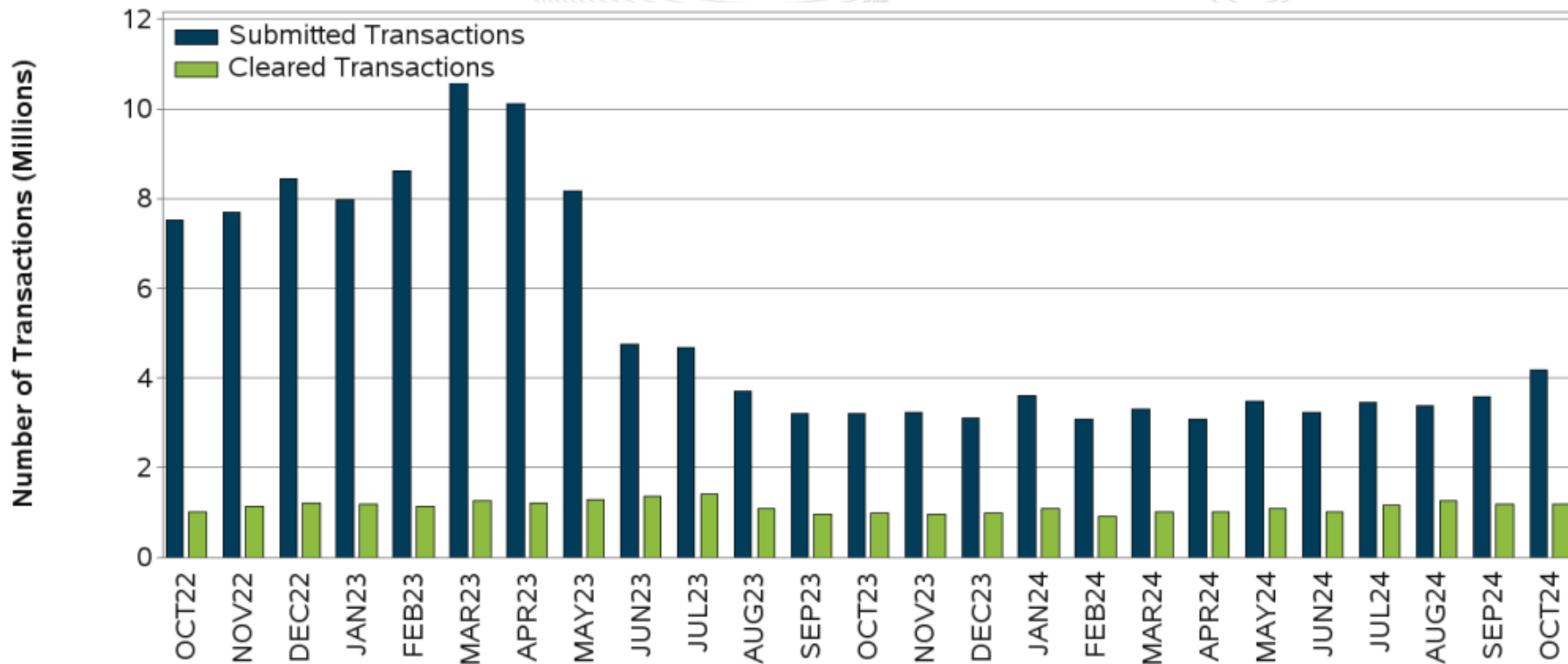


Up-To-Congestion Transactions - Total Number

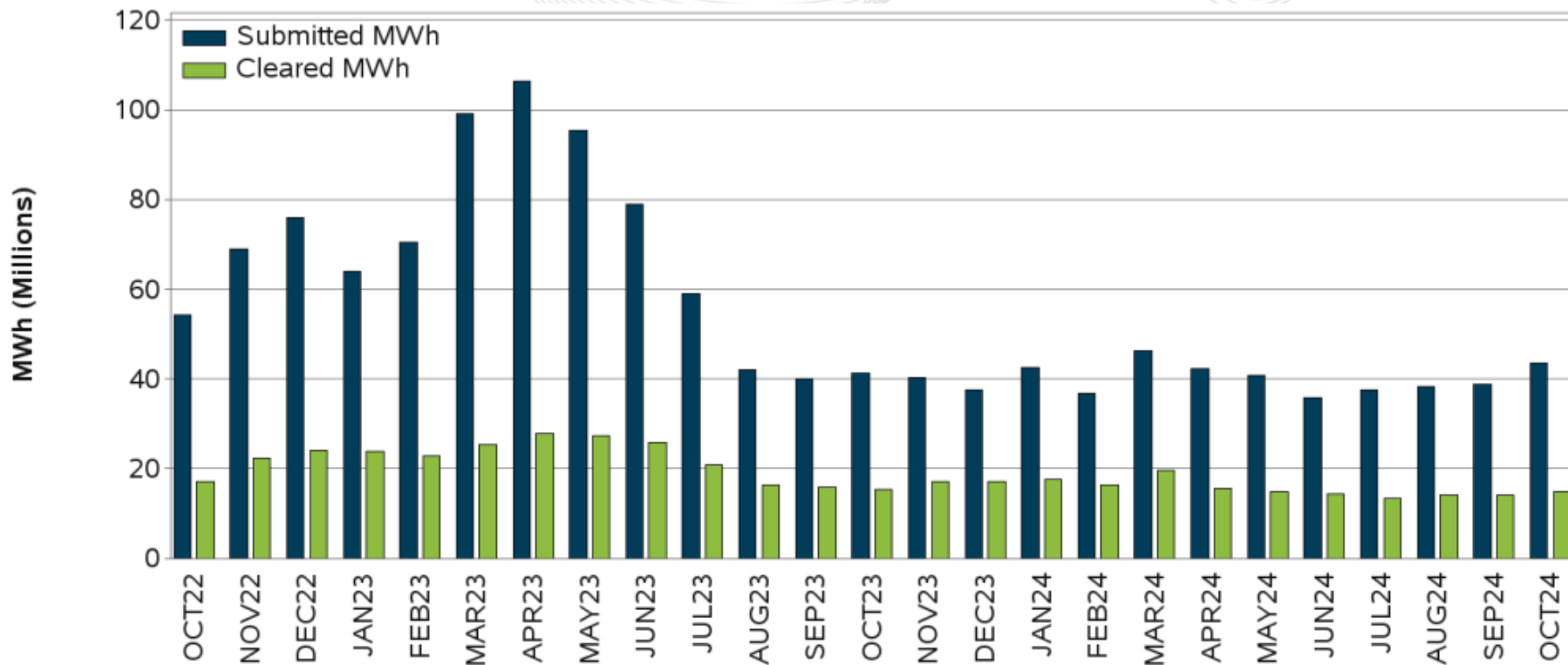




INCs, DECs and Up-To-Congestion Transactions - Total Number



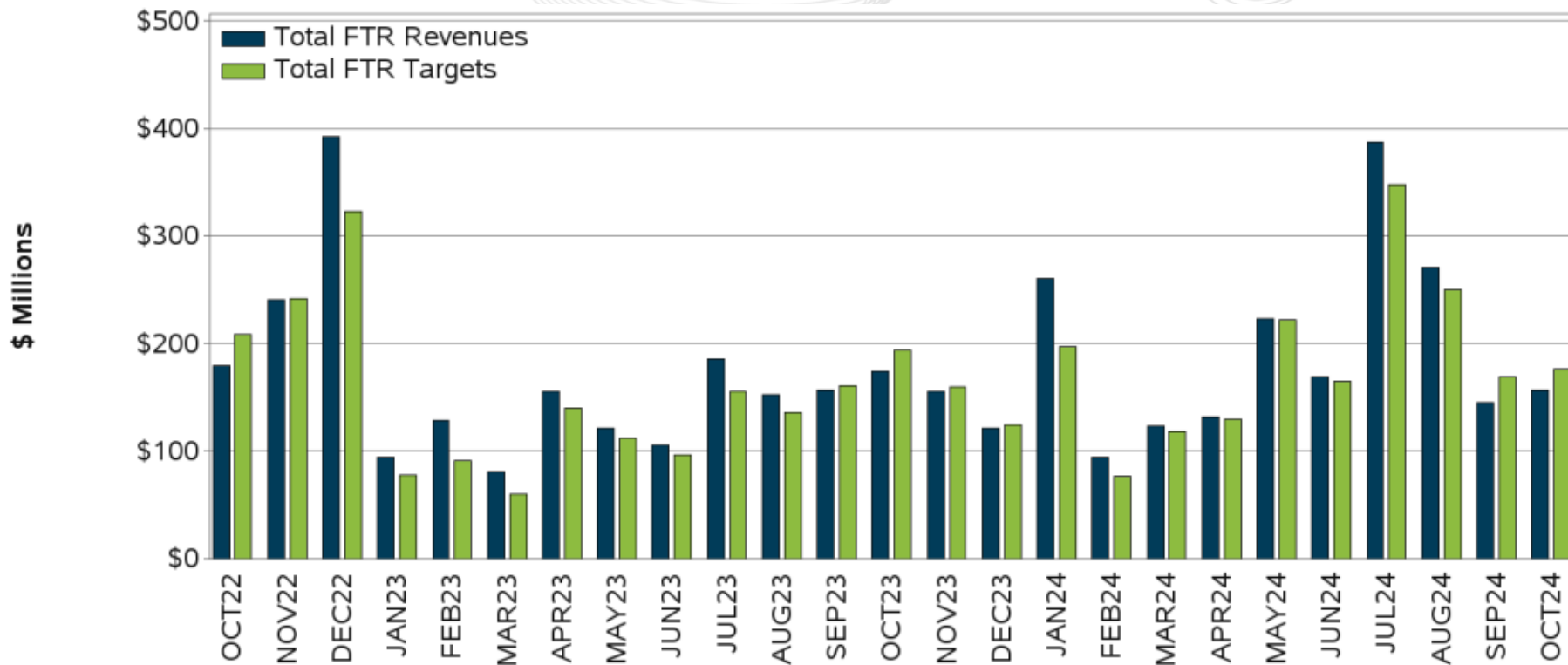
INCs, DEC and Up-To-Congestion Transactions - Total Volume

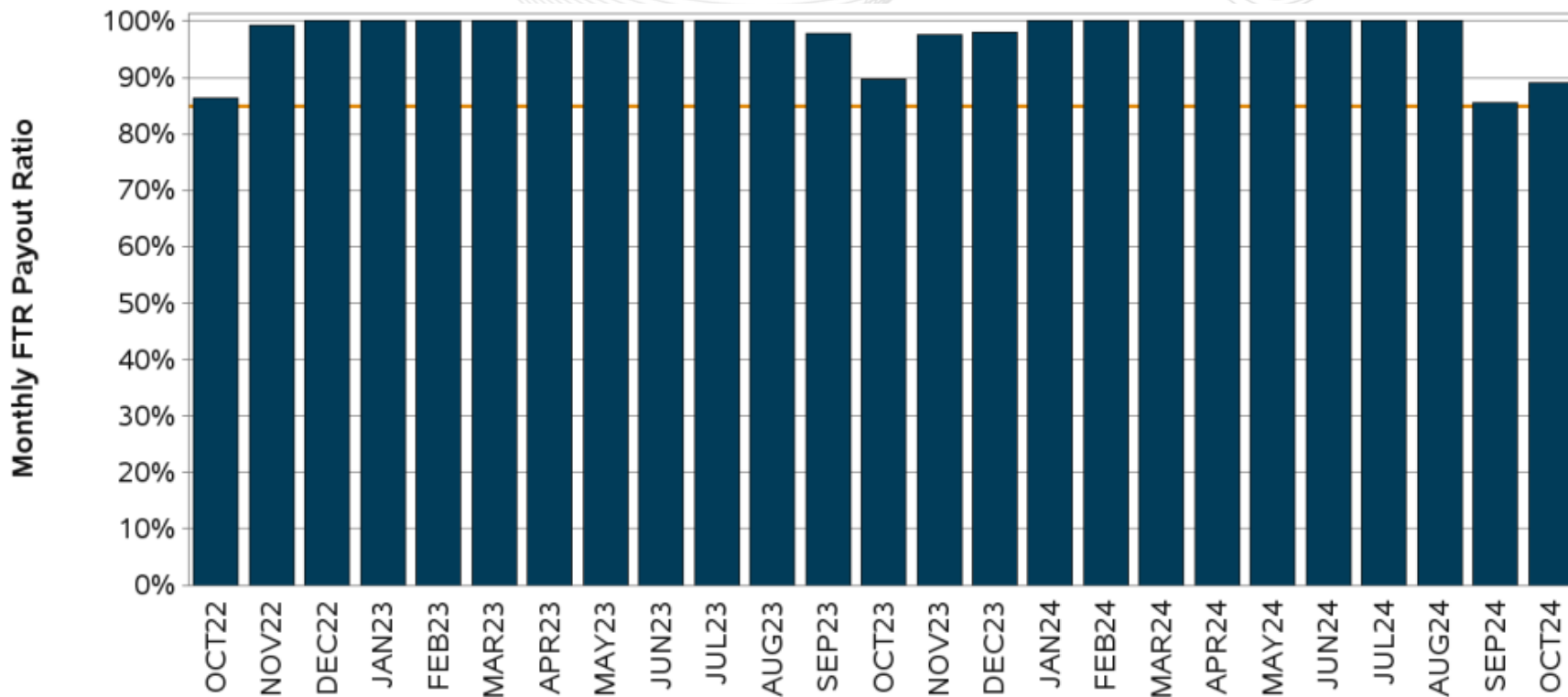


Energy Market

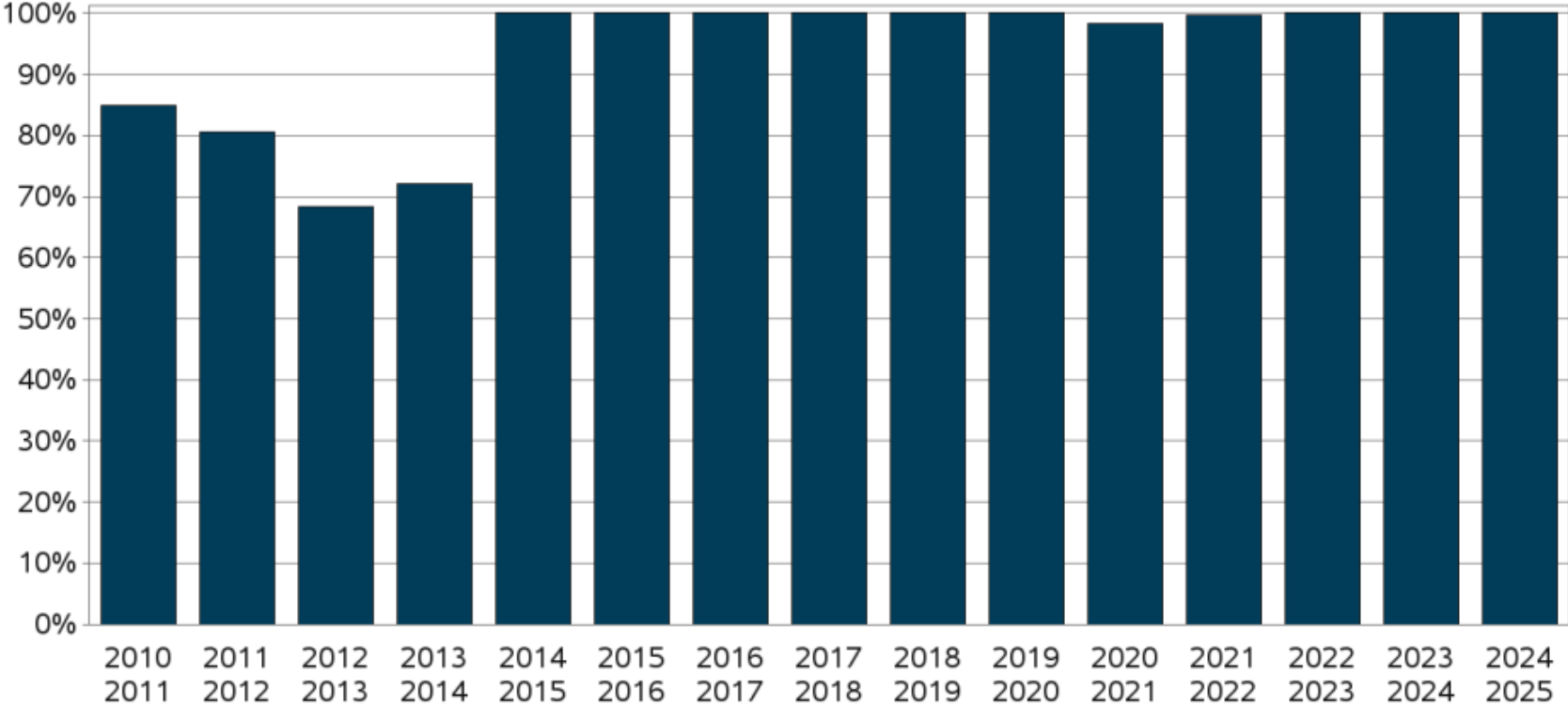
Congestion and FTR Summary

Period	Surplus / Underfunding	Payout Ratio
October 2024	\$-20,320,011	89%
2024	\$15,878,776	100%
2024/2025	\$22,203,390	100%

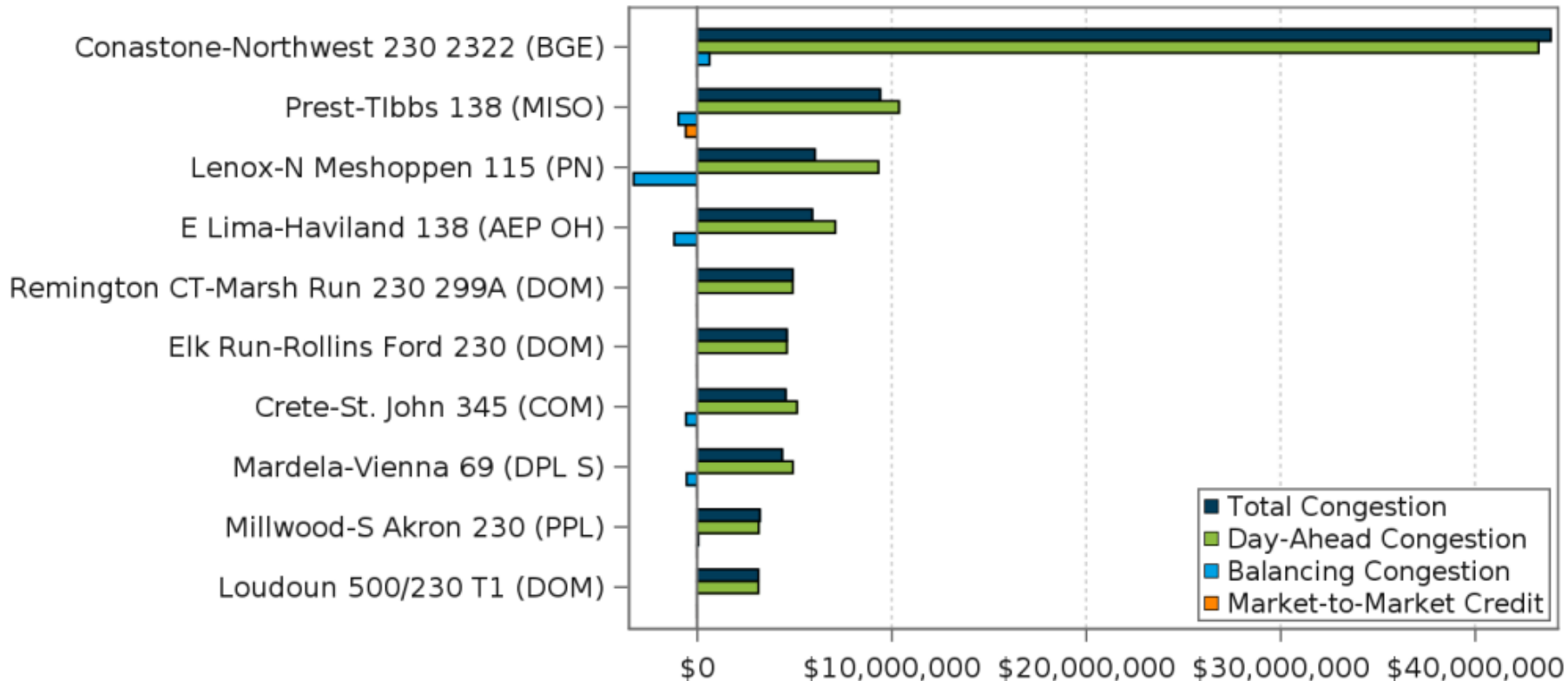




Planning Period FTR Payout Ratio

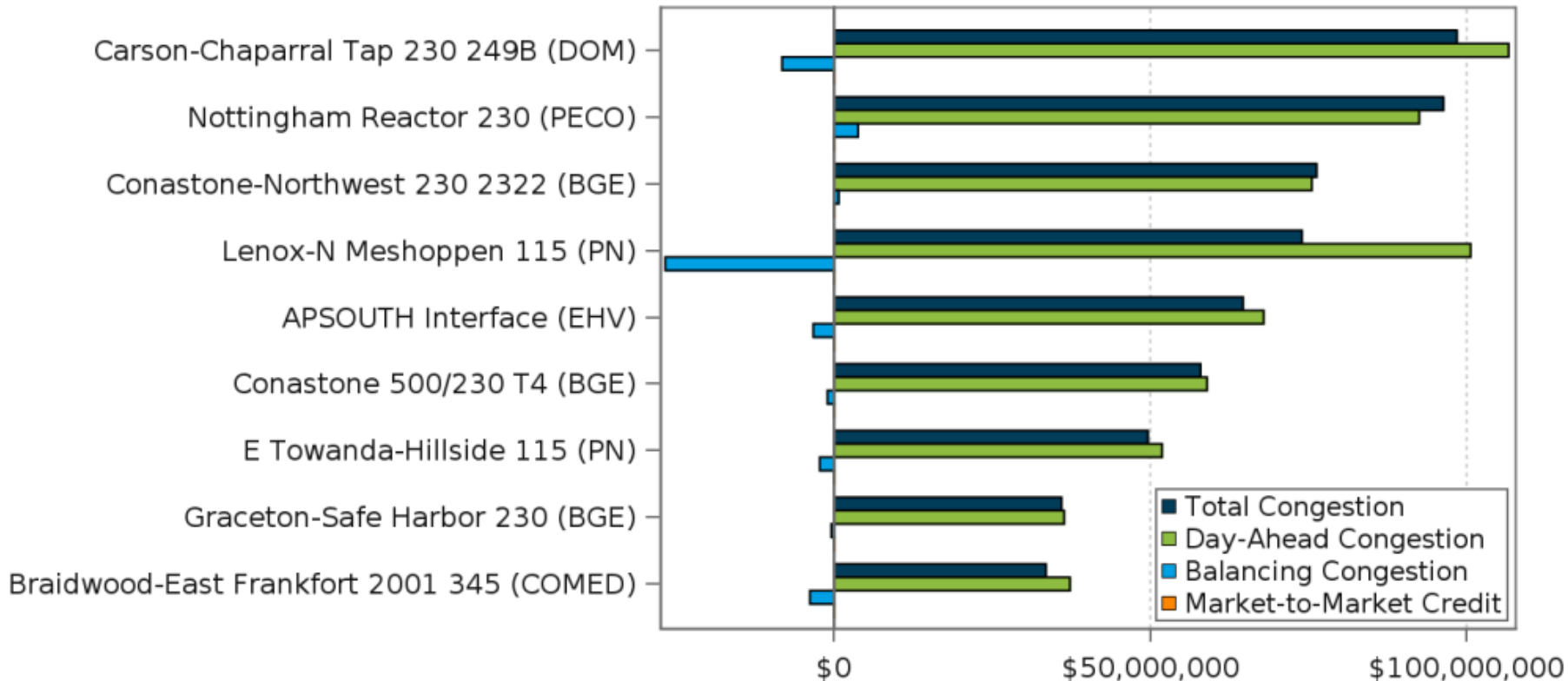


Ten Most Heavily Congested Transmission Facilities - Overall, October



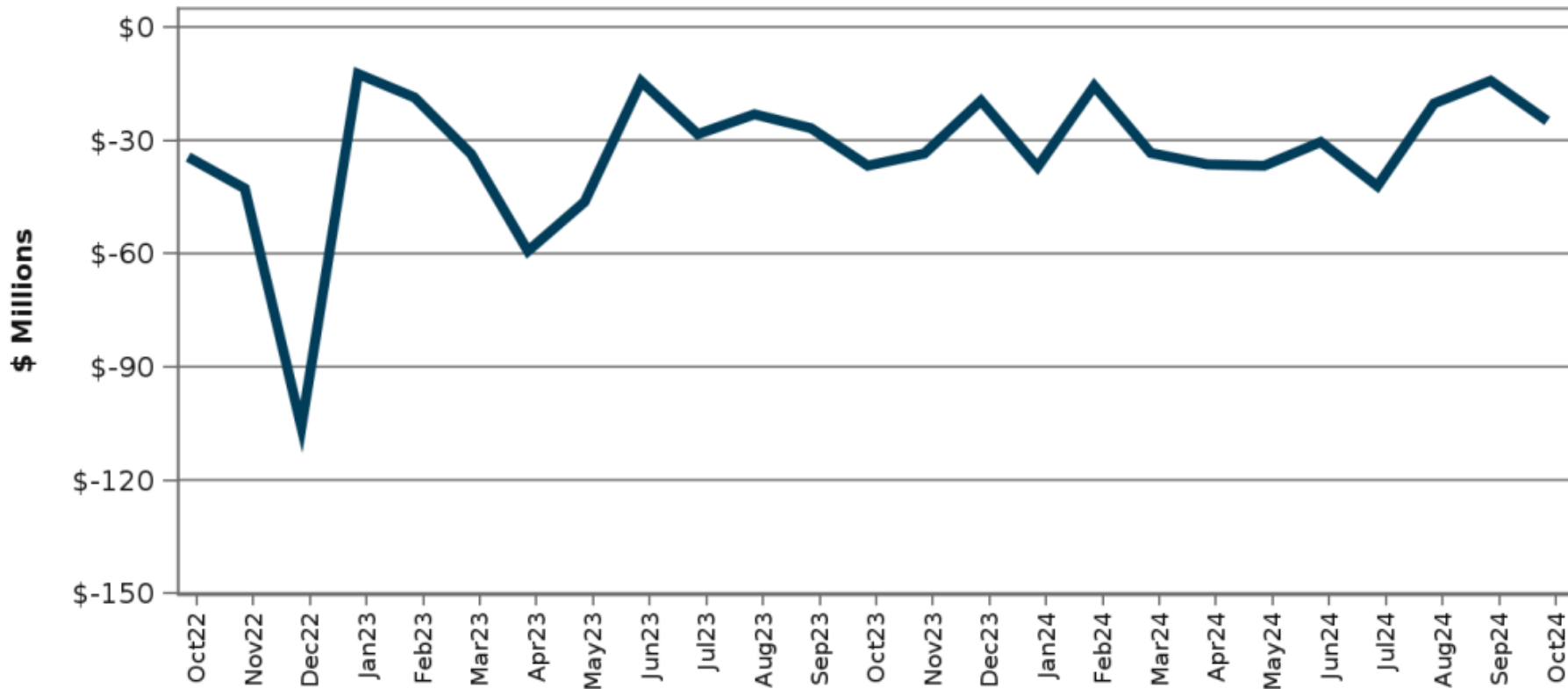
The ten most heavily congested facilities account for 77% of total congestion for October.

Ten Most Heavily Congested Transmission Facilities - Overall, 2024



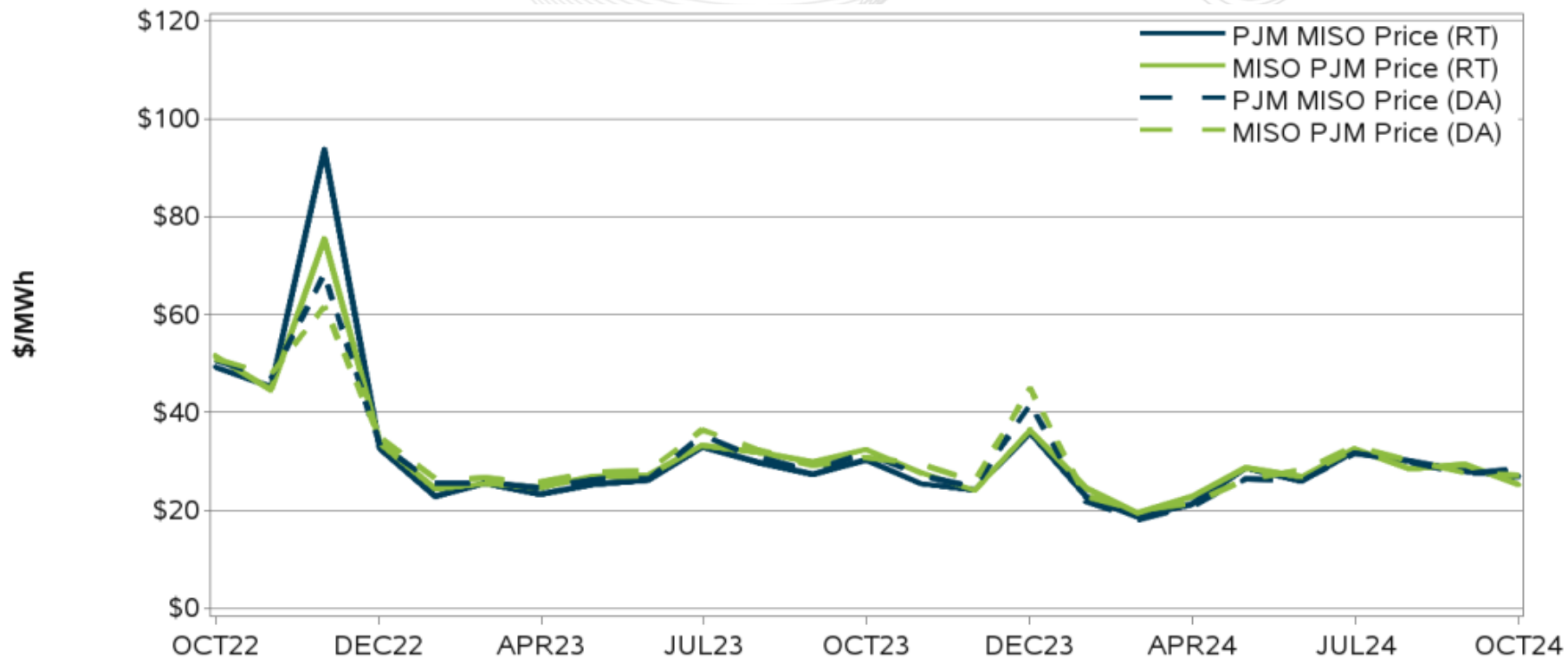
The ten most heavily congested facilities account for 48% of total congestion for 2024.

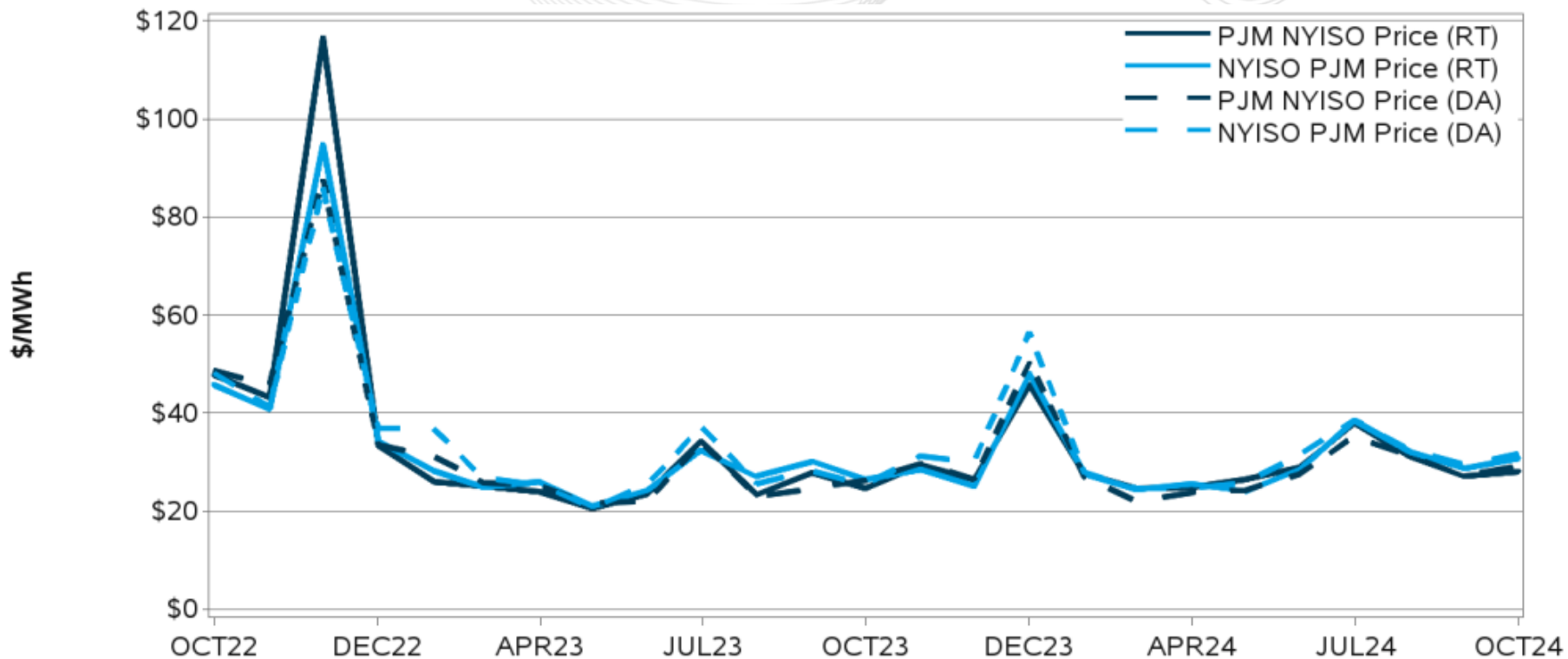
Balancing Congestion Charge Revenues (BLI 2215)



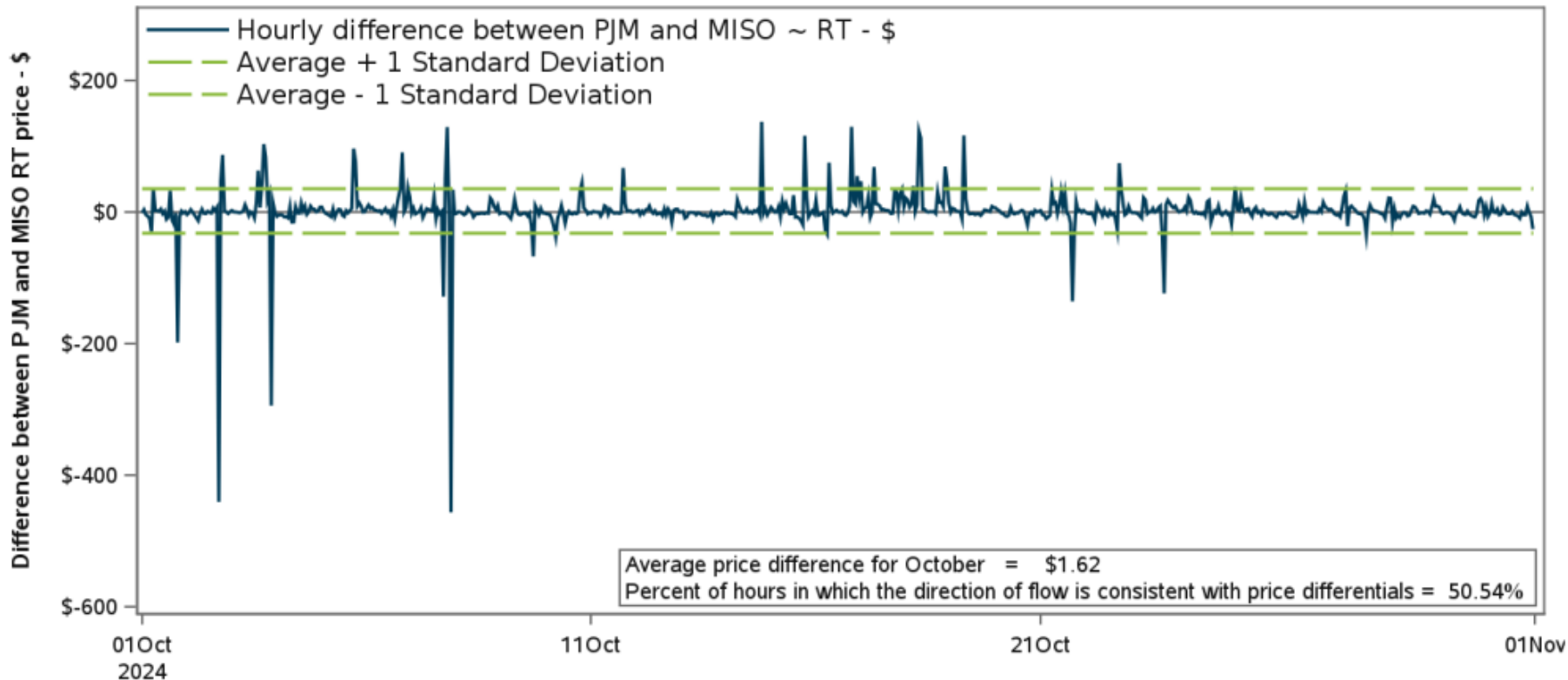
Energy Market

Interchange/Seams Summary



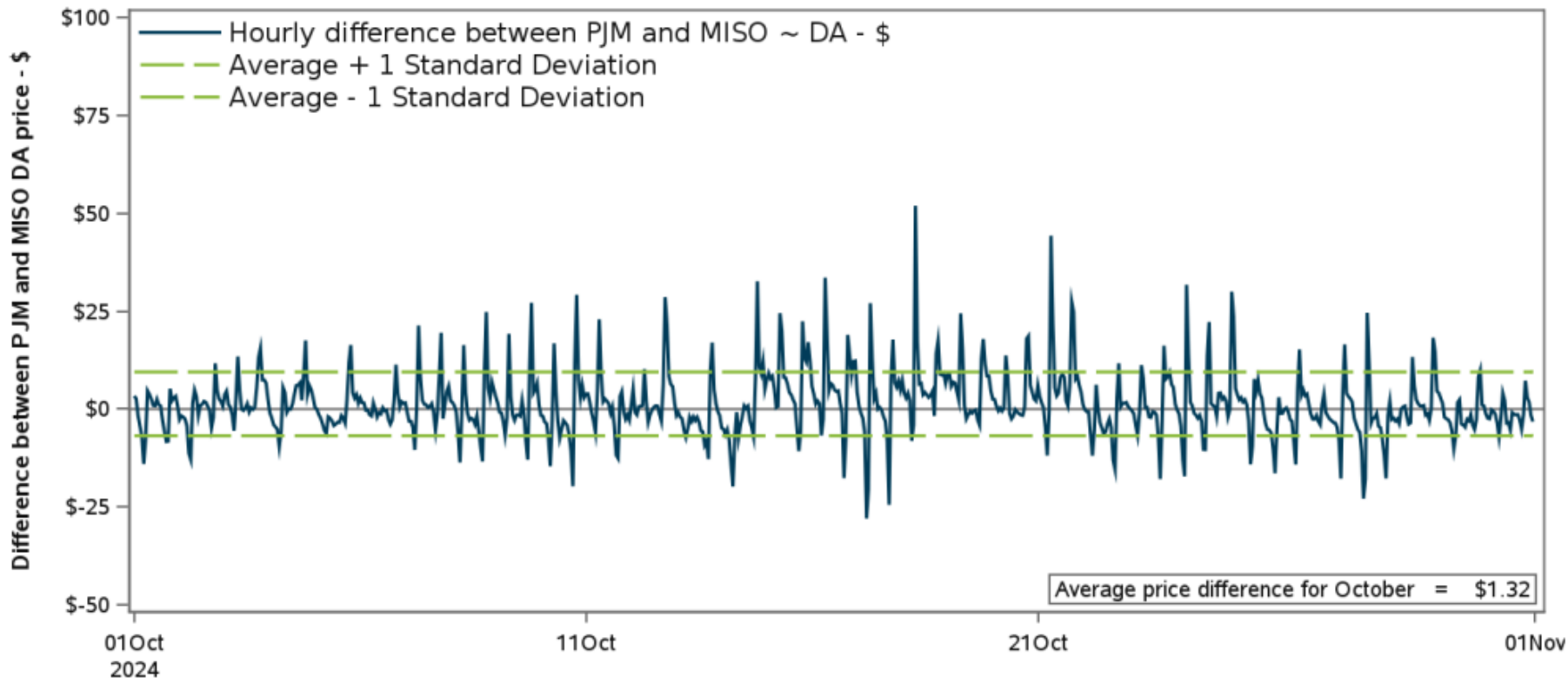


Hourly Difference Between PJM and MISO Real-Time Prices



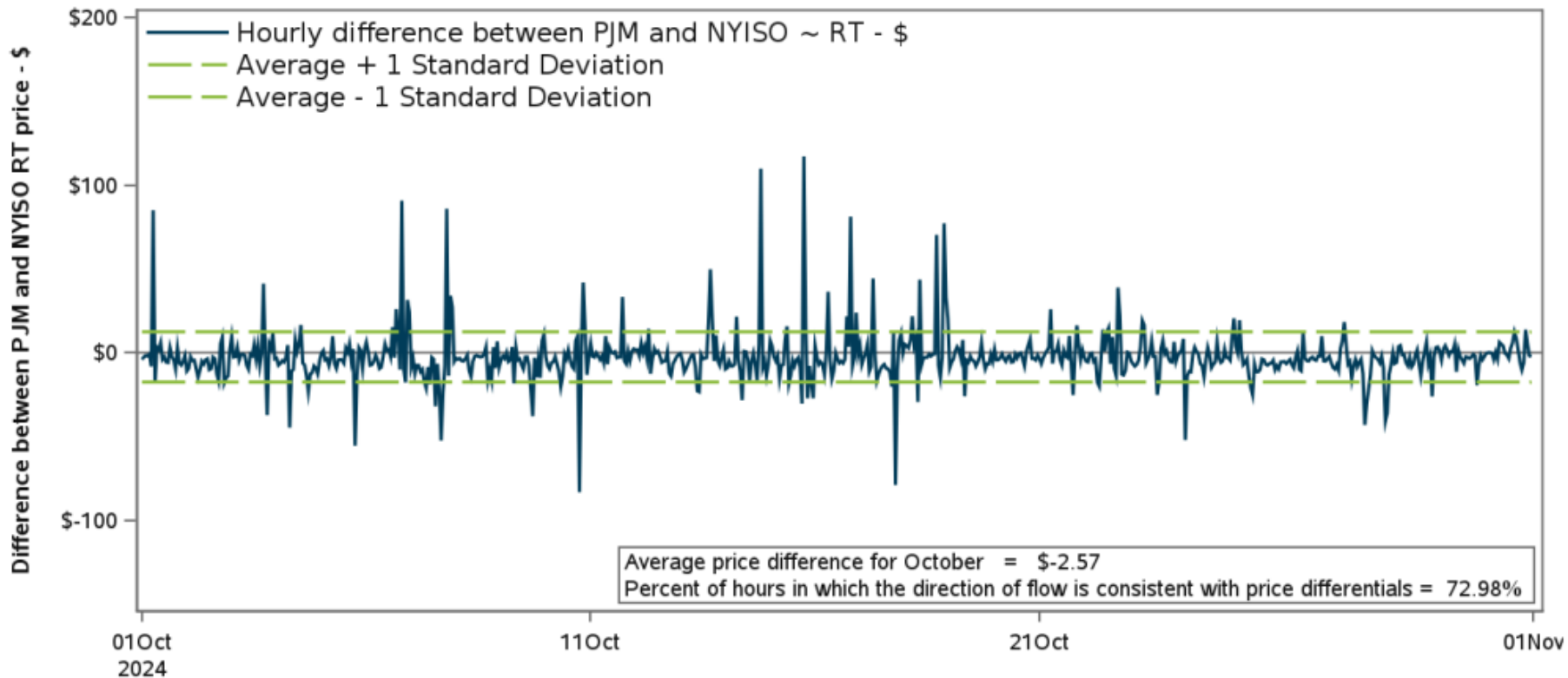
Positive values represent hours when the PJM price was higher. Negative values represent hours when the PJM price was lower.

Hourly Difference Between PJM and MISO Day-Ahead Prices



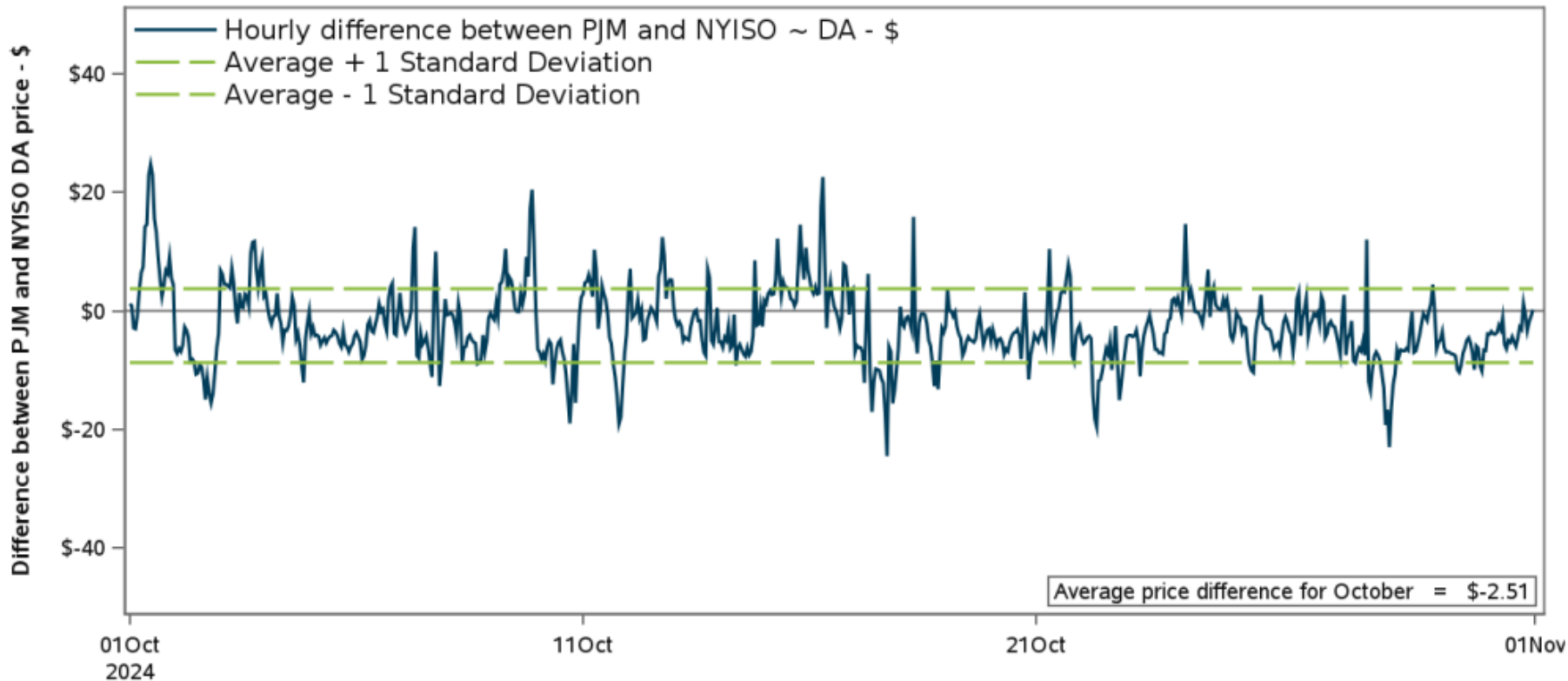
Positive values represent hours when the PJM price was higher. Negative values represent hours when the PJM price was lower.

Hourly Difference Between PJM and NYISO Real-Time Prices

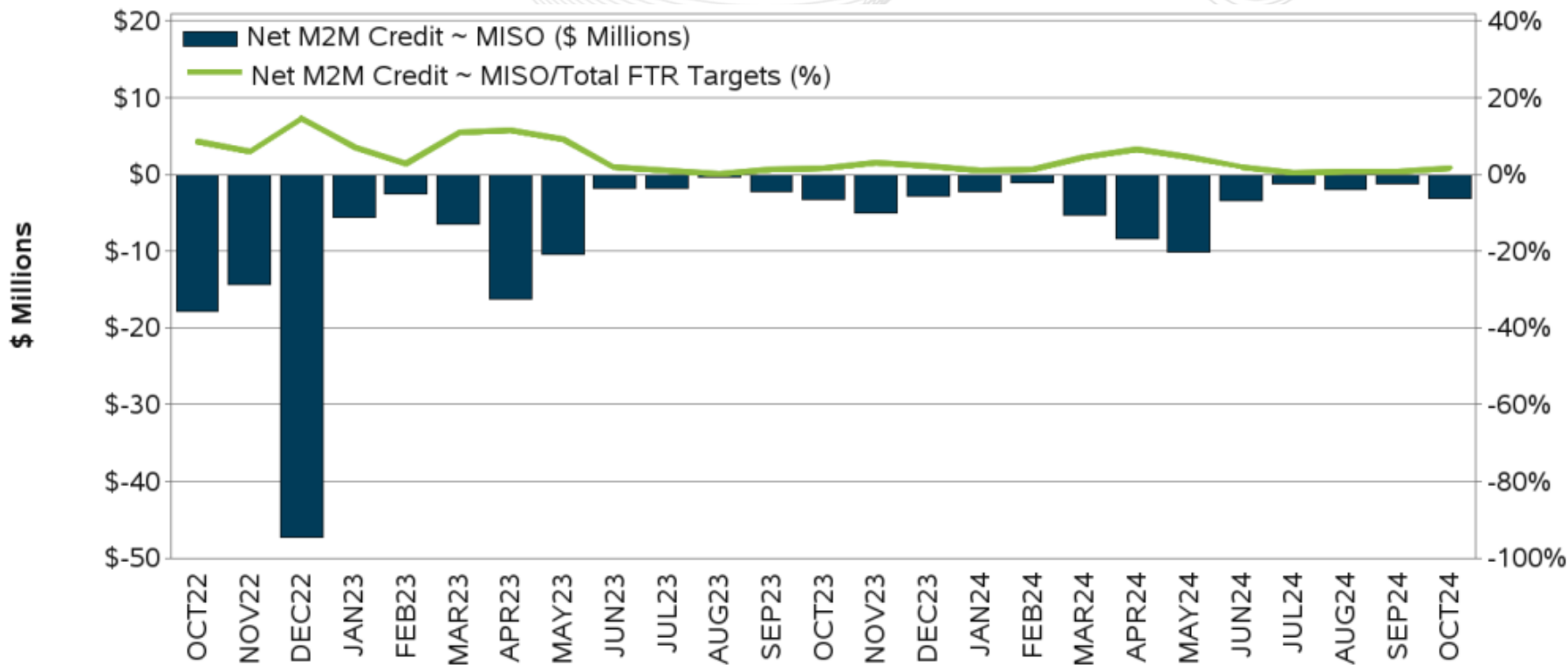


Positive values represent hours when the PJM price was higher. Negative values represent hours when the PJM price was lower.

Hourly Difference Between PJM and NYISO Day-Ahead Prices



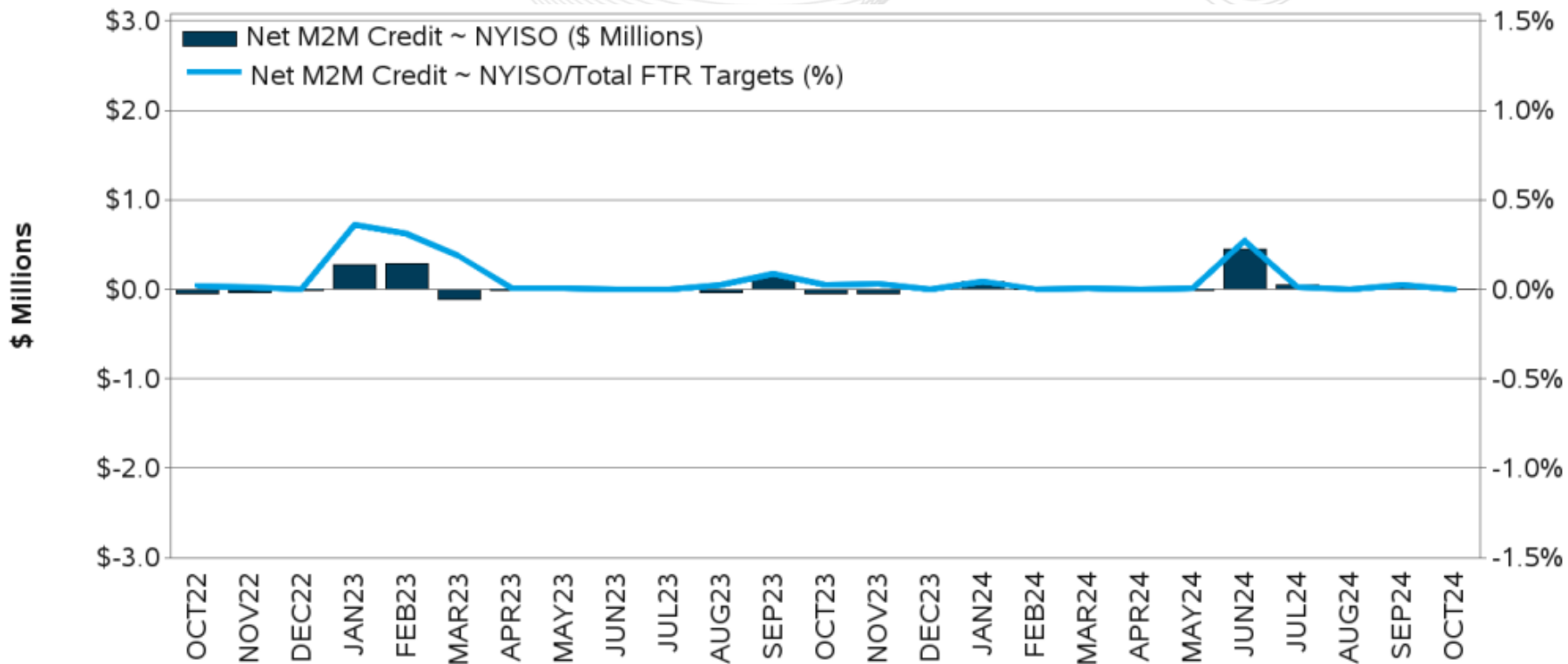
Positive values represent hours when the PJM price was higher. Negative values represent hours when the PJM price was lower.



Negative M2M Credit represents PJM payment to MISO

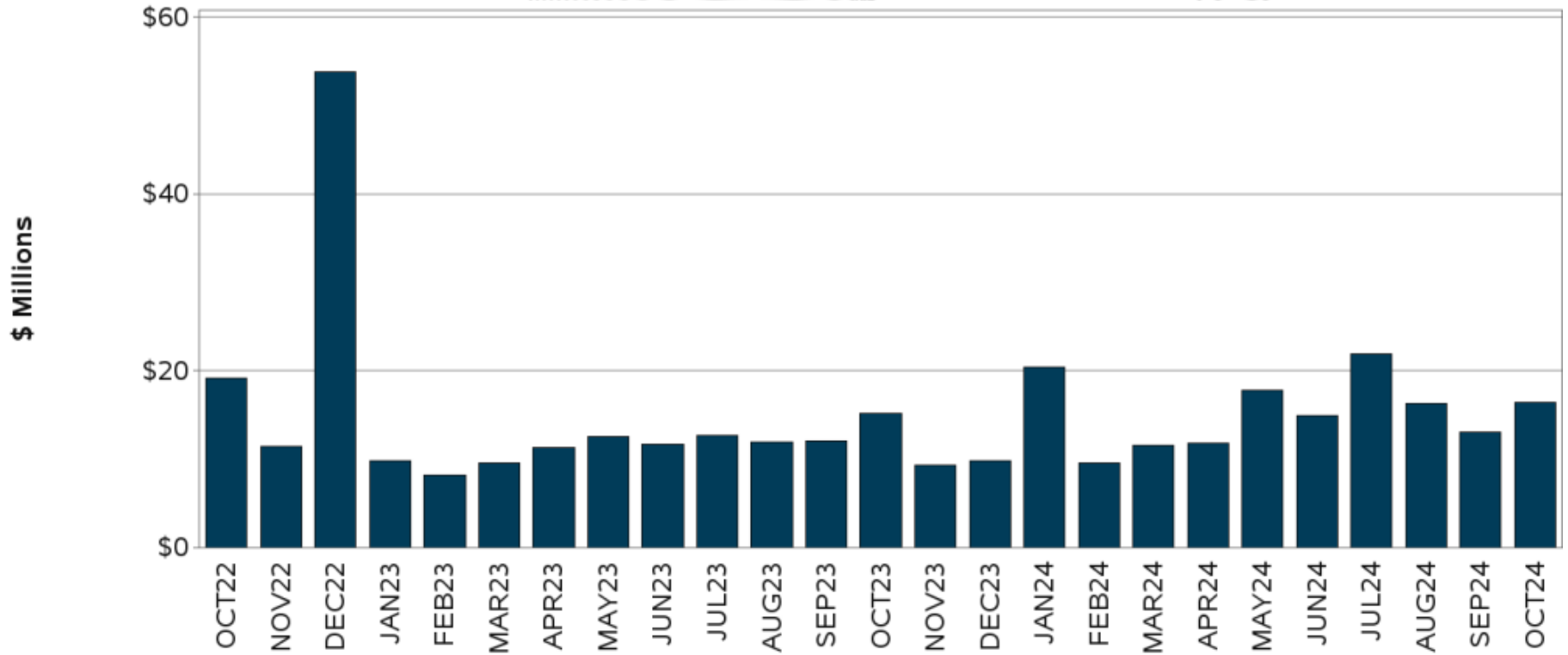


PJM-NYISO Market-to-Market Coordination Settlement

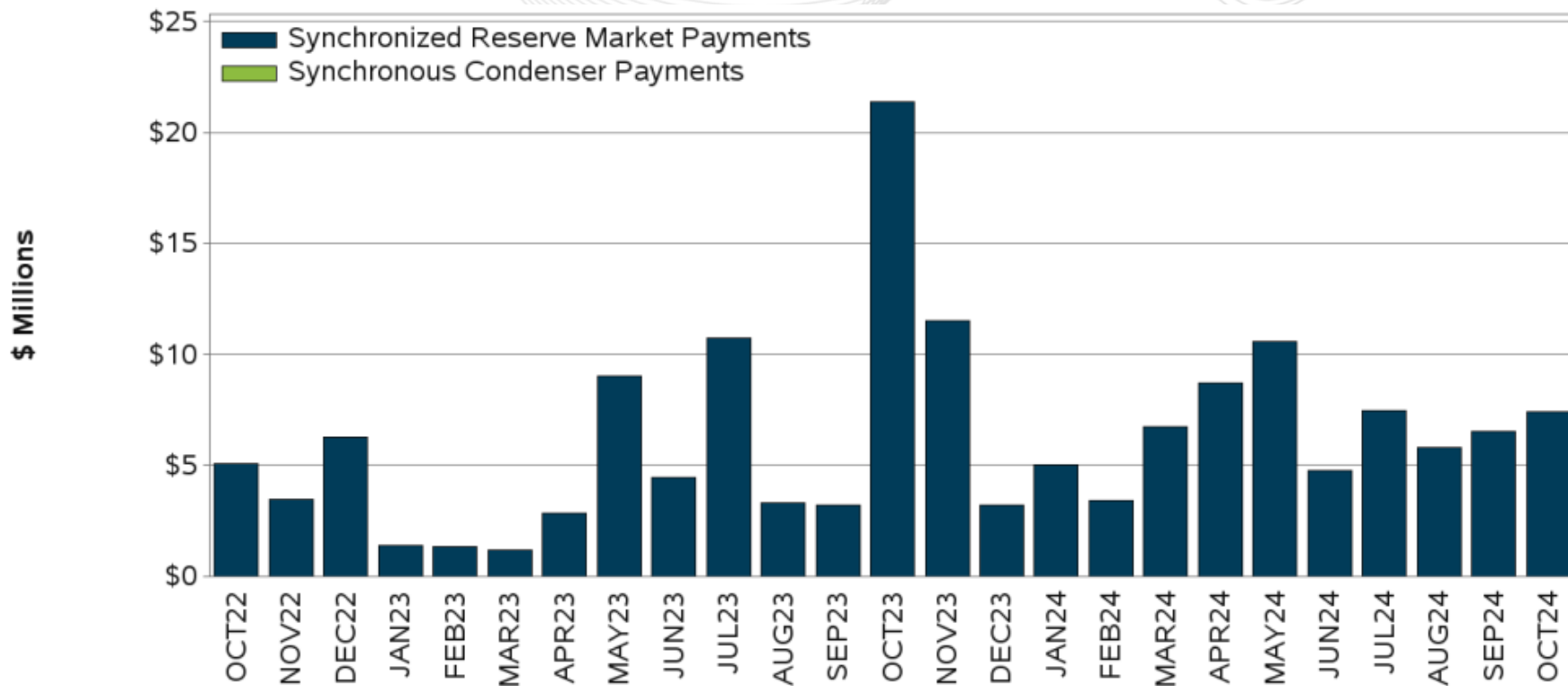


Negative M2M Credit represents PJM payment to NYISO

Ancillary Service Market Summary

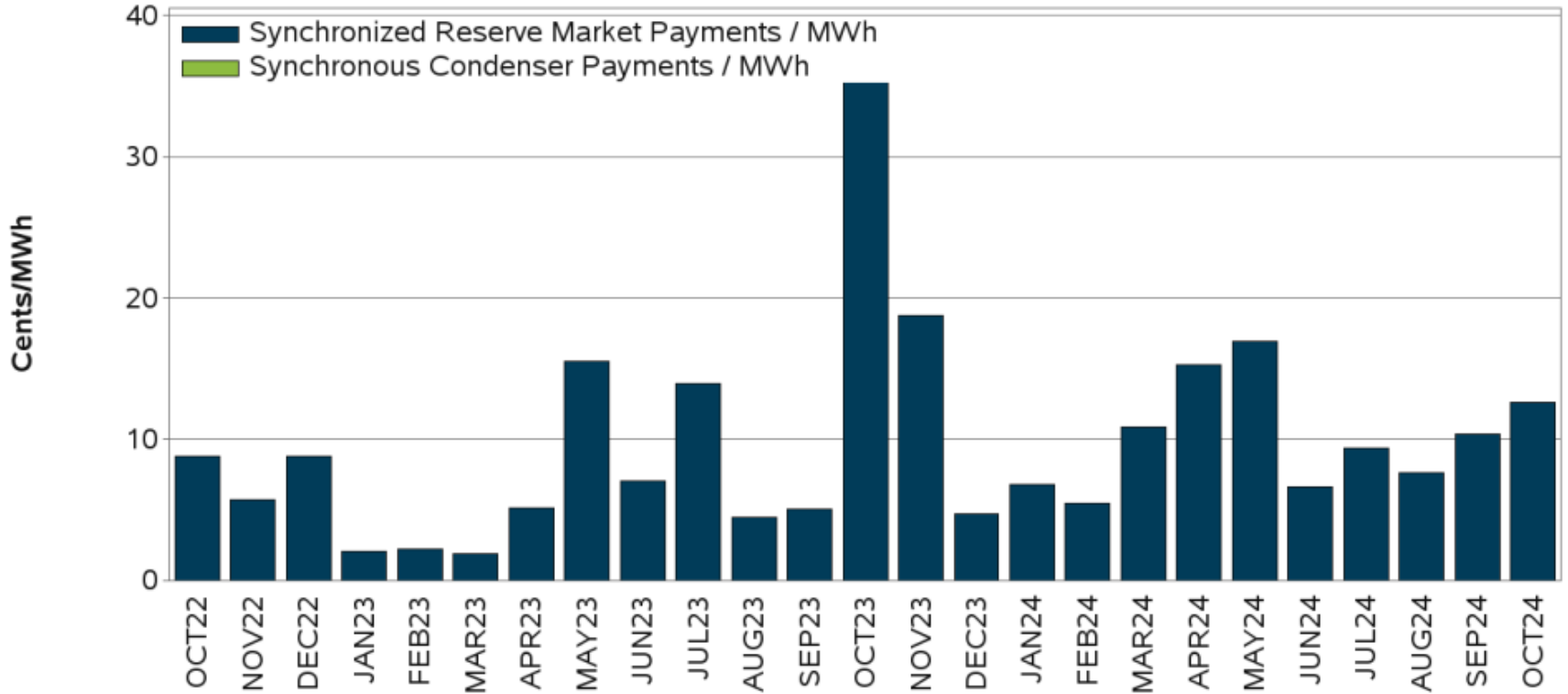


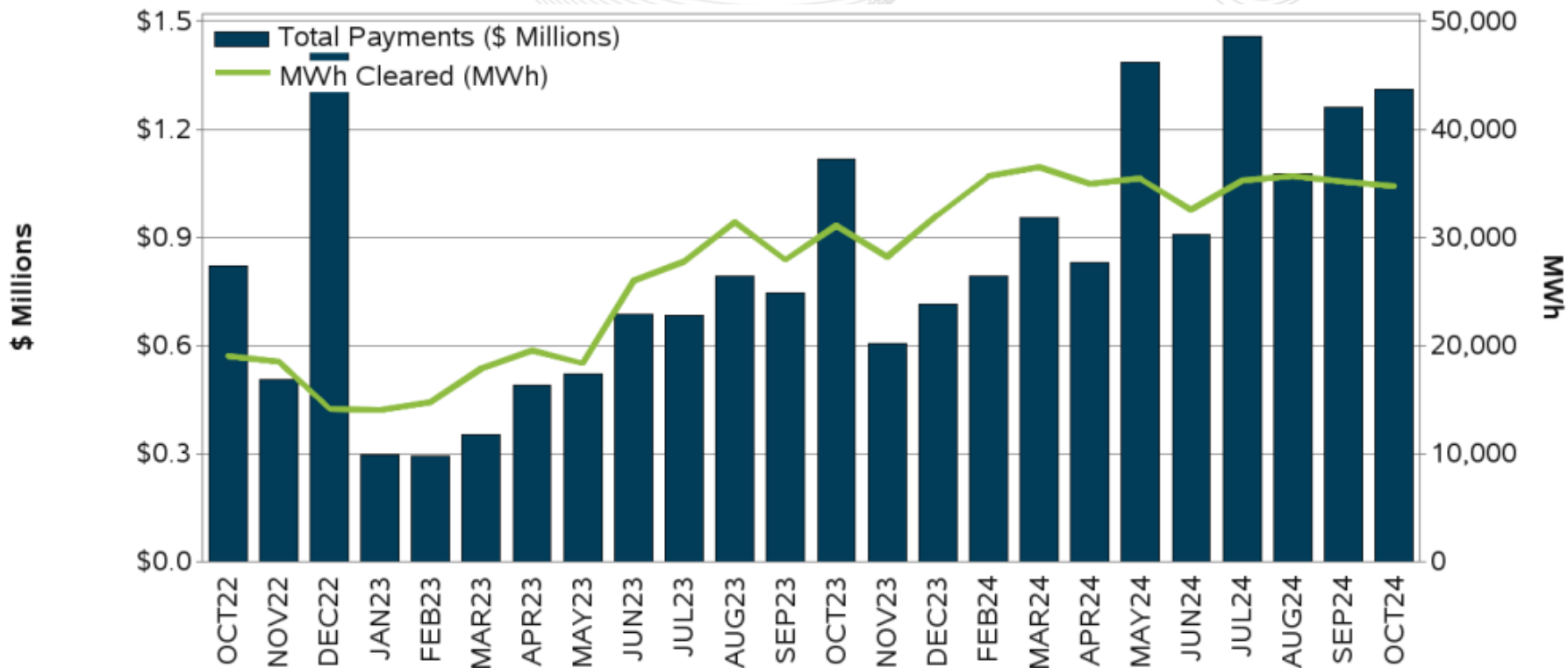
Synchronized Reserve and Synchronous Condenser Costs



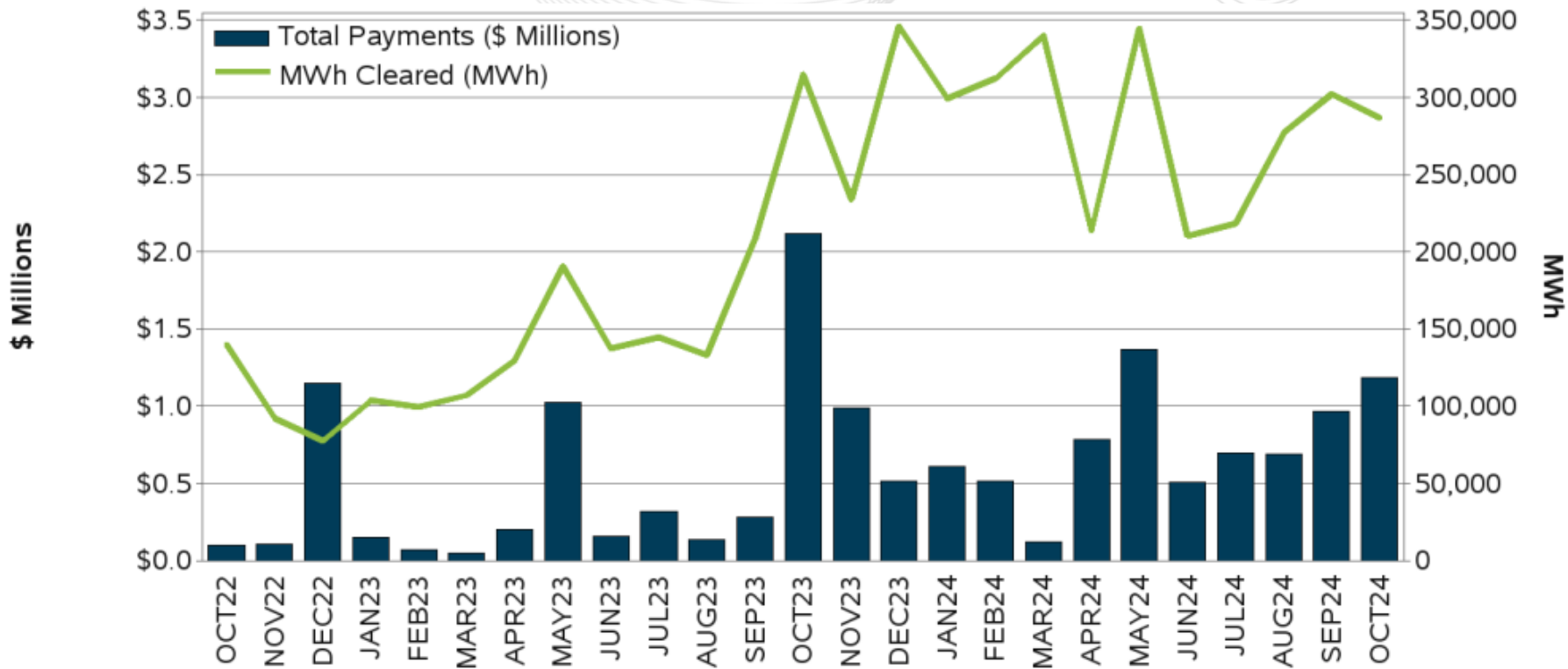


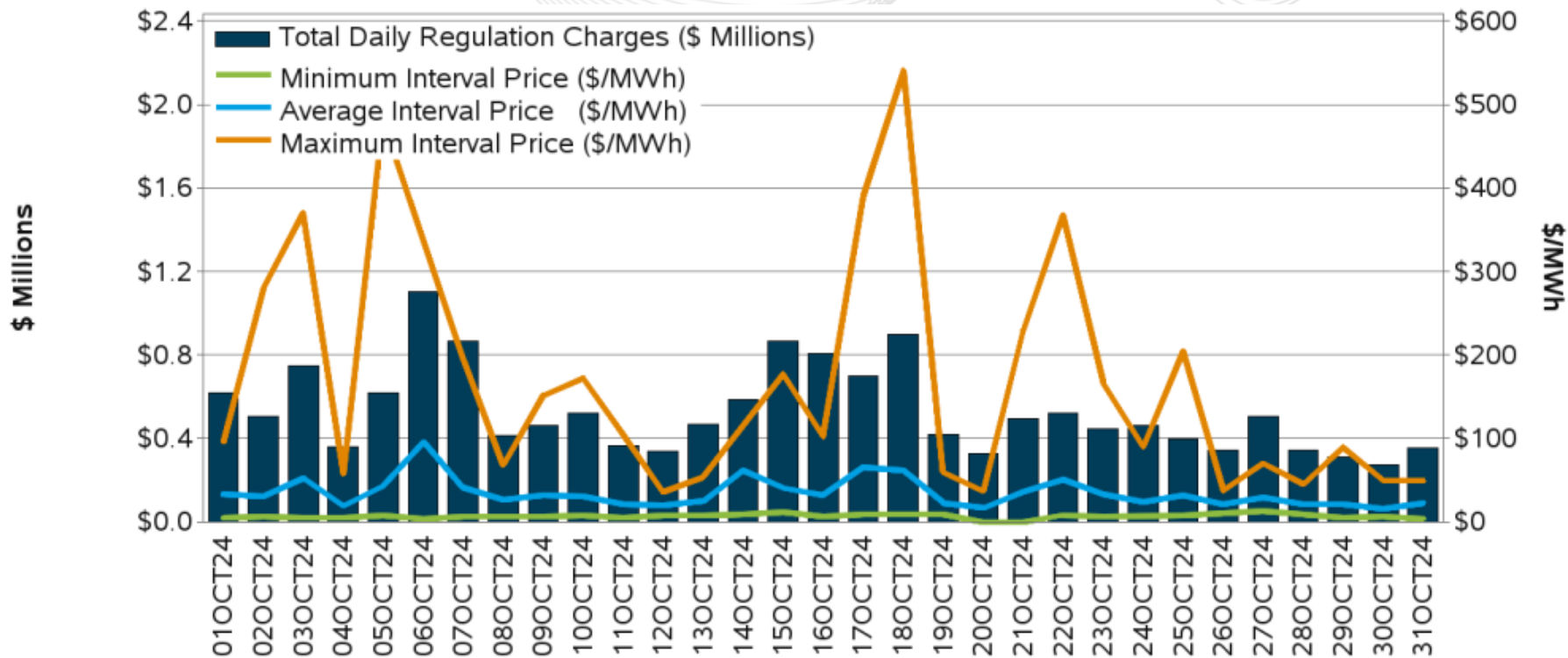
Load-Adjusted Synchronized Reserve and Synchronous Condenser Costs



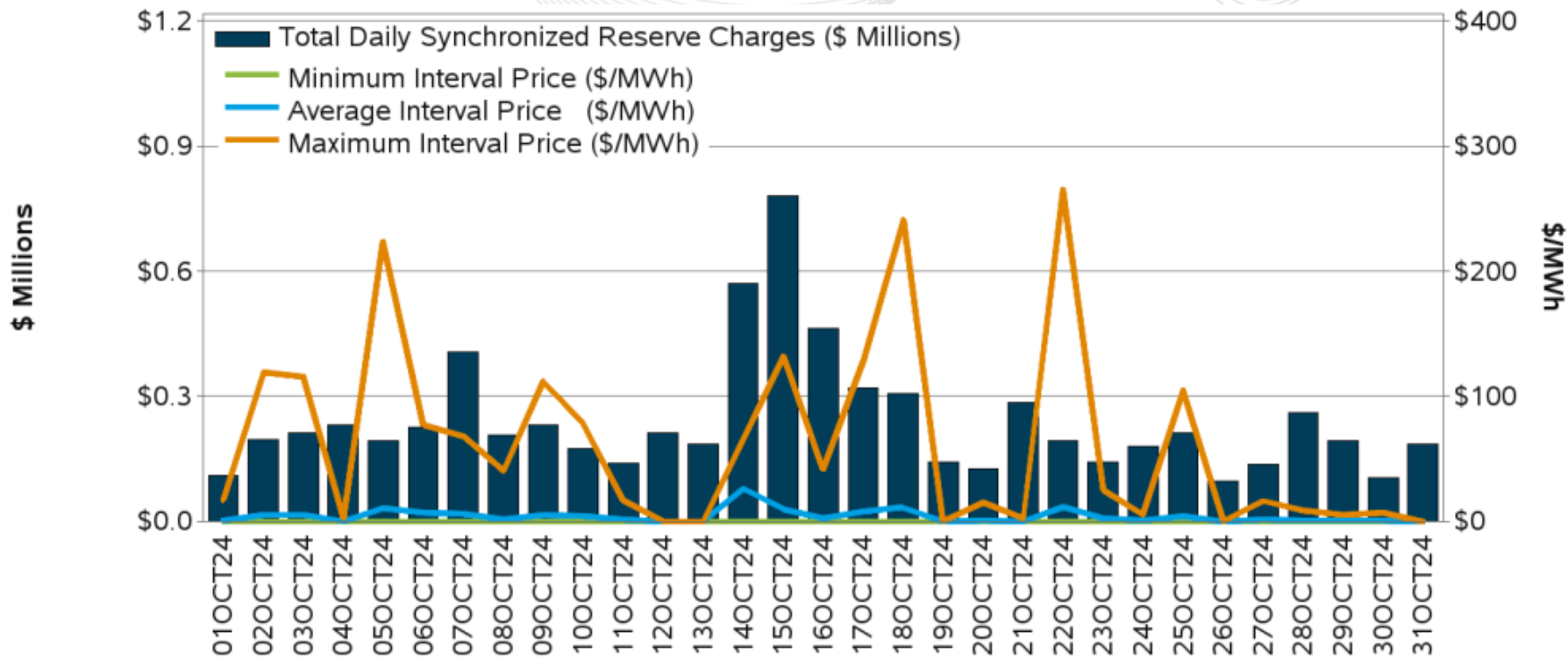


DR Participation in PJM Synchronized Reserve Markets





Synchronized Reserve Market Daily Prices and Charges



Jennifer Warner-Freeman
Jennifer.Freeman@pjm.com



Member Hotline

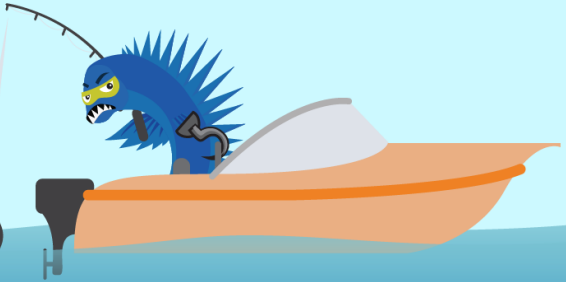
(610) 666 – 8980

(866) 400 – 8980

custsvc@pjm.com

**PROTECT THE
POWER GRID**

**THINK BEFORE
YOU CLICK!**



**BE ALERT TO
MALICIOUS PHISHING
EMAILS**



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