

Meeting Notes:

MEETING: SRAS consultation: Stanwell submission dated 21 October 2011

DATE: Thursday, 3 November 2011

TIME: 10:00 EST

LOCATION: Teleconference

TELECONFERENCE
DETAILS:

ATTENDEES:

NAME	COMPANY / DEPARTMENT
Alex Driscoll	Stanwell
John De Bruyn	Stanwell
Bryan Barrie	Stanwell
Adam Branson	Stanwell
Chris Stewart	AEMO

APOLOGIES:

NAME	COMPANY / DEPARTMENT

AEMO requested a meeting with Stanwell for the purpose of clarifying matters in Stanwell's submission to the first stage of the SRAS consultation.

Issue 1: Potential risks relating to operation of TNSP CBs in relation to TTHL

A trip-to-house load (TTHL) system restart ancillary service (SRAS) is required to establish an electrical island for (a) test purposes and (b) when its tripping scheme operates during an actual event. The establishment of an island would typically be initiated by the unit's tripping scheme sending a signal to open the relevant high voltage (HV) circuit breakers in the switchyard.

Stanwell has identified a potential risk if the transmission network service provider's (TNSP) circuit breakers (CBs) fail to open in response to a signal from the tripping scheme of the TTHL unit.

Stanwell proposed to manage this risk during the conduct of a test by manually opening the HV CBs.

AEMO believes that a test should simulate an actual event as best as possible and that this is best achieved by demonstrating the capabilities of the unit's tripping scheme.

AEMO expects that each SRAS provider would make their own risk assessment and manage risk in a manner that is appropriate for them.

Issue 2: Capability of specified generating unit to close onto a de-energised busbar

The issue is in relation to TTHL test, Item (iii) in Table 2 (Section 8) of SRAS Assessment Guidelines. Stanwell enquired about testing to close onto a de-energised busbar. AEMO

clarified that evidence is required to confirm the capability of each specified generating unit, including TTHL units to close onto a de-energised busbar. AEMO prefers that a test be conducted to demonstrate this capability.

Stanwell also pointed out that the requirement for a test unit, for either the TTHL test or full test, to demonstrate a capability to close onto a de-energised bus would need cooperation from the transmission asset owner.