

TEMPLATE EXPLANATION

This template must be used by the TNSP to report on the implementation of their priority projects for the previous calendar year. This report template is to be submitted by the TNSP to the AER as part of the annual STPIS compliance review.

After the initial report template is filled out and provided by TNSPs in the first STPIS compliance review for the regulatory control period for which the NCIPAP applies, the TNSP will update the report template at the end of each calendar year and provide a updated copy to the AER as part of the annual STPIS compliance review.

The summary worksheet provides an overview of the priority projects and whether, at the time of submitting this NCIPAP reporting template, the TNSP has taken steps to implement any of its priority projects and/or completed any of its priority projects.

One priority project worksheet should be filled out for each priority project in the TNSP's NCIPAP. These worksheets will be used by the TNSP to provide updates on the status of the implementation of the priority projects. If the TNSP successfully implements a priority project, takes steps towards the delivery on a priority project or encounters delays in a priority project in the previous calendar year, the priority project worksheet should be updated to reflect this and the summary should also be updated.

This template also provides worksheet templates for TNSPs which want to, as part of the STPIS compliance review, remove priority projects from their NCIPAP and propose a replacement priority project to be added to the NCIPAP.

Priority project name and ranking	Summary of project	Have steps been taken in the previous calendar year to implement the priority project?	Priority project completion summary		
			Has the priority project been delivered?	Has the priority project improvement target been achieved?	If the priority project has been delivered, has AEMO been notified of any change in the limit?
	<i>Explanatory statement: include a short description of the priority project</i>	<i>Explanatory statement: indicate 'yes' or 'no' as to whether any steps have been taken by the TNSP to implement the priority project in the previous calendar year. If steps have been taken by the TNSP to implement the priority project in the previous calendar year, please update the worksheet for the priority project.</i>	<i>Explanatory statement: indicate 'yes' or 'no' as to whether the priority project has been delivered.</i>	<i>Explanatory statement: indicate 'yes' or 'no' as to whether the improvement target has been achieved following the completion of the priority project. If the improvement target has not been achieved despite the completion of the priority project, please provide further information in row 15 of the relevant priority project worksheet.</i>	<i>Explanatory statement: indicate if AEMO has been made aware, for operational purposes, of the change in the limit.</i>
Priority Project 1 – Investigate fault level withstand capability of 220kV switchyards at HTS, KTS, MLTS, ROTS, RTS, RWTS, SVTS, TTS and WMTS	This project includes site investigations and analysis of the fault level capability of existing equipment, structures and earth grids at HTS, KTS, MLTS, ROTS, RTS, RWTS, SVTS, TTS and WMTS	Yes	No	No	N/A
Priority Project 2 – Altona Terminal Station (ATS)	The High Voltage Overcurrent Setting on the SEL 387-5 relay is limiting the transformer capacity. Change the protection setting to achieve required limit and test relay on site.	Yes	Yes	Yes	Yes, change made in RADAR database
Priority Project 3 – Templestowe Terminal Station (TSTS)	Replace the limiting 66kV interplant connections between the 66kV busbar and the B1 and B3 transformers at TSTS to match or exceed the B1 and B3 transformer ratings. Review and uprate equipment ratings in RADAR.	Yes	Yes	Yes	Yes, change made in RADAR database
Priority Project 4 – Emergency Control Scheme for the loss of both Dederang – Murray 330kV lines	Installation of emergency control scheme for the loss of DDTS – MSS 330kV lines based on functional requirements provided by AEMO.	Yes	No	No	N/A
Priority Project 5 – Emergency Control Scheme for the loss of both Dederang – South Morang 330kV lines	Installation of an emergency control scheme for the loss of either DDTS-SMTS 330kV lines, or both DDTS-SMTS 330kV lines together with 220kV Eildon (EPS) – Mount Beauty (MBTS) 1&2 lines, or both DDTS-SMTS 330kV lines together with 220kV EPS – Thomastown (TTS) line based on the functional requirements provided by AEMO.	Yes	No	No	N/A
Priority Project 6 – Rowville – East Rowville No.1 & No.2 220kV circuit & Rowville – Springvale No.2 220kV circuit	Replace two 220kV isolators in the SVTS No.2 line bay at ROTS, change the relay settings for the Rowville – East Rowville No.1 and No.2 220kV circuits at ROTS to achieve the required limit and test relays on site.	Yes	Yes	Yes	Yes, change made in RADAR database
Priority Project 7 – Increase instrumentation range	This project includes instrumentation range changes at multiple stations. Works includes replacement of existing transducers and SCADA mapping updates to incorporate the new increased instrumentation range.	Yes	No	No	N/A
Priority Project 8 – Rowville – Malvern No.1 & 2 220 kV circuits	Installation of a wind monitoring station at Malvern Terminal Station (there is an existing wind monitoring station at Rowville Terminal Station). Changes to the control and protection schemes to incorporate wind monitoring stations outputs.	Yes	No	No	N/A
Priority Project 9 – APD Inter-trip Control Schemes	APD Inter-trip Control Scheme: A duplicated control scheme is required to cover a prior outage of either the APD-HYTS No. 1 500 kV circuit or the APD No. 3 500 kV bus and a subsequent tripping of the APD A2 transformer or APD No. 1 500kV bus. The control scheme is to detect the specified conditions and trip the MOPS – HYTS – APD No. 2 500 kV circuit. A duplicated control scheme is required to cover a prior outage of either the APD-HYTS No. 2 500 kV circuit or the APD No. 1 500 kV bus and a subsequent tripping of the APD A4 transformer or APD No. 3 500kV bus. The control scheme is to detect the specified conditions and trip the TRTS – HYTS – APD line at TRTS and HYTS (also open the APD No 1 line CB at HYTS)	Yes	No	No	N/A
Priority Project 10 – Hazelwood – Loy Yang No.1, 2 & 3 220 kV circuits	Develop and implement a thermal model to calculate continuous and short-term ratings for the Hazelwood-Loy Yang 500 kV circuits based on ambient temperatures.	Yes	Yes	Yes	Yes, change made in TRESIS database
Priority Project 11 – Moorabool – Mortlake No.2 500kV circuit & Moorabool – Tarrone No.1 500kV circuit	Review and uprate protection settings in TRESIS sheet Nr. 48038 (X prot-P546), Nr. 48039 (Y prot-L90), Nr. 48689 (X prot-P546) and Nr. 48688 (Y prot-L90)	Yes	Yes	Yes	Yes, change made in RADAR database
Priority Project 12 – Kellor-Sydenham No.1 500kV circuit & Kellor-South Morang No.1 500kV circuit	Review and uprate equipment ratings in RADAR	Yes	No	No	N/A
Priority Project 13 – Geelong Terminal Station (GTS)	Review and uprate equipment ratings in RADAR	Yes	Yes	Yes	Yes, change made in RADAR database
Priority Project 14 – Ringwood Terminal Station (RWTS)	Review and uprate the 66kV interplant connection ratings in RADAR.	Yes	Yes	Yes	Yes, change made in RADAR database

Priority project name and ranking	[insert name and ranking]
Priority project description	[insert priority project description – can be taken from the NCIPAP]
Co-ordinated project	[indicate whether the priority project is a co-ordinated project.]
Has the priority project been commenced ?	[indicate the current status of the priority project i.e has it been commenced (if so, please include a brief summary of where the project is at), completed or delayed/deferred]
Date of priority project completion	[insert date of priority project completion] [insert description of the limit(s) which the priority project seeks to address.]
Limit(s) addressed by priority project	For priority projects which are co-ordinated projects, please include a description of all relevant limit(s), including the limit(s) located on the other TNSP's network. For the limit(s), please indicate in which TNSP network they are located]
Initial limit value(s)	[insert initial limit value(s) from NCIPAP. For priority projects which are co-ordinated projects, please include all relevant limit value(s), including the limit value(s) of any limit(s) on the other TNSP's network]
Target limit value(s)	[insert priority project improvement target]
Completion limit values	[once the priority project has been completed, insert the new value(s) of the limit(s) which the priority project has sought to address and indicate whether the improvement target has been achieved following the implementation of the priority project]
Estimated capital cost of priority project	[insert cost estimate from NCIPAP]
Estimated operating cost of priority project	[insert estimate from NCIPAP]
Capital expenditure to date	[insert actual capital expenditure spent to date on the implementation/delivery of the priority project. Equipment costs (i.e. isolators, interplant connections, protection relays) should be broken down and individually itemised. For co-ordinated priority projects, only include the capital expenditure of the reporting TNSP]
Operating expenditure to date	[insert actual operating expenditure spent to date. For co-ordinated priority projects, only include the operating expenditure of the reporting TNSP] [include in this section the key project milestones and the estimated dates in which those milestones will be completed. If applicable the following project milestones should be included: <ul style="list-style-type: none"> ● Final internal approval to undertake project ● Obtaining planning/environmental approvals ● Procurement of equipment ● Project commencement date – this is the date in which the project implementation will commence i.e date when capital works commence, commencement of study/review. ● Key project delivery dates – include key project implementation steps and estimated dates ● Project completion date
Priority project key milestones and dates	For co-ordinated priority projects, include the key project milestones and dates of both TNSPs and indicate which TNSP is responsible for the milestone. If there is a delay or complication in the implementation of the priority project since the last NCIPAP annual report to the AER which changes the estimated dates for the key project milestones listed, please update the revised estimate date for the relevant key project milestone and indicate that the date for the key project milestone has been revised. Also indicate separately whether any key milestones have been completed and the date in which they have been completed – do not remove any estimated dates]
Priority project update/comments	[include a written summary of the current status of the priority project against the key milestones and where it is up to. If there are any delays or complications with the project have arisen, include a summary here. For co-ordinated priority projects, the reporting TNSP should also include any delays or complications which they are aware the other TNSP is experiencing in the implementation of the project. In the final update on the NCIPAP approved projects in the regulatory control period, the AER may have to make a determination in accordance with clause 5.3(b) of the STPIS on whether to reduce the financial incentive payment if the priority project does not achieve its priority project improvement target. If this may be applicable for this priority project, please include the following information (where relevant): <ul style="list-style-type: none"> ● If the priority project has not been completed at the end of the regulatory control period – please include details why this has been the case and when the priority project is expected to be completed. Take into account the factors listed in 5.3(e) of the STPIS. ● If the priority project has been completed at the end of the regulatory control period and the priority project improvement target has not been achieved – please include details of why this is the case. Take into account the factors listed in 5.3(e) of the STPIS. ● If the priority project has been completed and the target has been achieved, please confirm whether the improvement target has been achieved because of the implementation of the priority project or it is due to other network augmentation and/or replacement of existing network assets (i.e. if the priority project had not been successfully implemented, would the improvement target have still been achieved?). If it is the latter, please explain why this has been done and state the capital cost of the network augmentation and/or network asset replacement. Take into account the factors listed in 5.3(e) of the STPIS. ● If the priority project has been completed and the target has been achieved but the project has exceeded the estimated capital cost, please explain why this has been the case? Take into account the factors listed in 5.3(e) of the STPIS.]

Priority project name and ranking	Priority Project 1 – Investigate fault level withstand capability of 220kV switchyards at HTS, KTS, MLTS, ROTS, RTS, RWTS, SVTS, TTS and WMTS
Priority project description	<p>This project includes site investigations and analysis of the fault level capability of existing equipment, structures and earth grids at HTS, KTS, MLTS, ROTS, RTS, RWTS, SVTS, TTS and WMTS</p> <p>Assess the fault level capability of the nominated terminal stations by taking into consideration:</p> <ol style="list-style-type: none"> 1) Busbar/supports; 2) Rack/Gantries/Structures; 3) Interplant connections 4) Connections to earth grid; 5) Earth Grid; 6) the fault carrying capacity of ground wires, OPGW and step/touch potentials at the first few towers outside the terminal station 7) any other components
Co-ordinated project	No
Has the priority project been commenced ?	Yes
Date of priority project completion	
Limit(s) addressed by priority project	The study will establish the fault level rating of the equipment, structures and earth grid for the terminal stations listed above.
Initial limit value(s)	NA
Target limit value(s)	This study will establish each component's fault capability and hence the maximum fault level that the terminal station can be operated at should network fault levels increase in future due to new generation connections or major network augmentations.
Completion limit values	
Estimated capital cost of priority project	\$0
Estimated operating cost of priority project	\$5,300k
Capital expenditure to date	\$0
Operating expenditure to date	\$819,425
Priority project key milestones and dates	<ul style="list-style-type: none"> ● Final internal approval to undertake project 17/01/2014 ● Project commencement date (MLTS and SVTS) 06/10/2014 ● Project commencement date (HTS, KTS, ROTS, RTS, RWTS, TTS and WMTS) 01/08/2015 ● Procurement of equipment 27/03/2015 ● Send report for MLTS and SVTS 29/01/2016 ● Send report for HTS, KTS, ROTS, RTS, RWTS, TTS and WMT 30/03/2016 ● Project completion date 30/06/16
Priority project update/comments	

EXPLANATORY NOTE

In the first NCIPAP compliance report for a new regulatory control period, please fill out rows 1-3, 7-8, 10-11 and 14 for each priority project.

In following NCIPAP compliance report updates, the worksheet only needs to be updated where:

- **if during the previous calendar year the TNSP undertakes steps to implement a priority project (in this instance, updates may be needed for rows 4, 12, 13, 14 and 15)**
- **if during the previous calendar year, events occur which result in the priority project key milestone dates being changed (please update this rows 14 and 15 of this worksheet), or**
- **if the priority project has been completed in the previous calendar year (if this is the case, fill out rows 5 and 9 and ensure rows 4, 12, 13, 14 and 15 are up to date)**

If this worksheet is updated, please update the summary worksheet to indicate changes have been made.

Note - as this is the first NCIPAP compliance report for the reg period we have filled out the rows requested in the first paragraph. Where a project has been completed additional information has been provided.

Priority project name and ranking	Priority Project 2 – Altona Terminal Station (ATS)
Priority project description	The High Voltage Overcurrent Setting on the SEL 387-5 relay is limiting the transformer capacity. Change the protection setting to achieve required limit and test relay on site.
Co-ordinated project	No
Has the priority project been commenced ?	Project completed
Date of priority project completion	27/08/2014
Limit(s) addressed by priority project	Loading constraint of the B4 220/66kV transformer at ATS
Initial limit value(s)	ATS 220/66 kV B4 transformer rating 174 MVA but limited by protection limit of 114 MVA
Target limit value(s)	ATS 220/66 kV B4 transformer capability 174 MVA.
Completion limit values	ATS 220/66 kV B4 transformer capability 174 MVA.
Estimated capital cost of priority project	\$0
Estimated operating cost of priority project	\$14k
Capital expenditure to date	\$0
Operating expenditure to date	\$4,925
Priority project key milestones and dates	<ul style="list-style-type: none"> ● Final internal approval to undertake project 17/01/2014 ● Project commencement date 10/02/2014 ● Settings completed 05/08/2014 ● Project completion date 27/08/2014
Priority project update/comments	The priority project has been completed and the target has been achieved, the improvement target has been achieved because of the implementation of the priority project.

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If this worksheet is updated, please update the summary worksheet to indicate changes have been made.

Priority project name and ranking	Priority Project 3 - Templestowe Terminal Station (TSTS)
Priority project description	Review and uprate equipment ratings in RADAR
Co-ordinated project	No
Has the priority project been commenced ?	Project completed
Date of priority project completion	12/12/2014
Limit(s) addressed by priority project	Loading constraint of the B1, B2 and B3 220/66 kV transformers at TST!
Initial limit value(s)	TSTS 220/66 kV B1 transformer rating 187 MVA and limited by interplant connection rating of 173 MVA; TSTS 220/66 kV B3 transformer rating 192 MVA and limited by interplant connection rating of 173 MVA; and TSTS 220/66 kV B2 transformer rating 175 MVA and limited by interplant connection rating of 173 MVA;
Target limit value(s)	TSTS 220/66 kV B1 transformer rating 187 MVA and limited by 66 kV busbar rating of 181 MVA; TSTS 220/66 kV B3 transformer rating 192 MVA and limited by 66 kV busbar rating of 181 MVA; and TSTS 220/66 kV B2 transformer capability 175 MVA.
Completion limit values	TSTS 220/66 kV B1 transformer rating 187 MVA and limited by 66 kV busbar rating of 181 MVA (1585A); TSTS 220/66 kV B3 transformer rating 192 MVA and limited by 66 kV busbar rating of 181 MVA (1585A); and TSTS 220/66 kV B2 transformer capability 175 MVA (1528A).
Estimated capital cost of priority project	\$0
Estimated operating cost of priority project	\$0
Capital expenditure to date	\$0
Operating expenditure to date	\$0
Priority project key milestones and dates	● Project completion date 12/12/2014
Priority project update/comments	The priority project has been completed and the target has been achieved, the improvement target has been achieved because of the implementation of the priority project.

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- if during the previous calendar year, events occur which result in the priority project key milestone dates being changed (please update this rows 14 and 15 of this worksheet), or
- if the priority project has been completed in the previous calendar year (if this is the case, fill out rows 5 and 9 and ensure rows 4, 12, 13, 14 and 15 are up to date)

If this worksheet is updated, please update the summary worksheet to indicate changes have been made.

Priority project name and ranking	Priority Project 4 – Emergency Control Scheme for the loss of both Dederang – Murray 330kV line:
Priority project description	Installation of emergency control scheme for the loss of both DDTS – MSS 330kV lines based on functional requirements provided by AEMO.
Co-ordinated project	No
Has the priority project been commenced ?	Yes
Date of priority project completion	
Limit(s) addressed by priority project	To avoid significant overloading of one or more lines between Lower Tumut – Wagga - Jindera – Wodonga - Dederang and Redcliffs – Buronga – Darlington Point at times of high import into Victoria following the loss of both Dederang – Murray 330kV lines
Initial limit value(s)	No emergency control scheme is currently in place
Target limit value(s)	The emergency control scheme set out in the functional requirements provided by AEMO is implemented
Completion limit values	
Estimated capital cost of priority project	\$3.11m
Estimated operating cost of priority project	\$0
Capital expenditure to date	\$236,472
Operating expenditure to date	\$0
Priority project key milestones and dates	<ul style="list-style-type: none"> ● Final internal approval to undertake project 17/01/2014 ● Project commencement date 01/04/2015 ● Procurement of equipment 01/10/2015 ● Scheme in service 01/07/2016 ● Project completion date 01/08/2016
Priority project update/comments	The revised project scope has been provided by AEMO as the planner of the Victorian shared transmission network. AEMO has also provided the NPV market benefits and endorse the delivery of the revised priority project in June 2015. The ranking for the revised priority project is number 10. This is based on the magnitude of NPV market benefits compared with other priority projects in AusNet Services' NCIPAP.

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- **if the priority project has been completed in the previous calendar year (if this is the case, fill out rows 5 and 9 and ensure rows 4, 12, 13, 14 and 15 are up to date)**

If this worksheet is updated, please update the summary worksheet to indicate changes have been made.

Priority project name and ranking	Priority Project 5 – Emergency Control Scheme for the loss of both Dederang – South Morang 330kV lines
Priority project description	Installation of an emergency control scheme for the loss of both DDTS – SMTS 330kV lines, or both DDTS – SMTS 330kV lines together with Eildon (EPS) – Mount Beauty (MBTS) 220kV 1&2 lines, or both DDTS-SMTS 330kV lines together with EPS – Thomastown (TTS) 220kV line based on the functional requirements provided by AEMO.
Co-ordinated project	No
Has the priority project been commenced ?	Yes
Date of priority project completion	
Limit(s) addressed by priority project	Minimise load shedding following contingencies
Initial limit value(s)	No emergency control scheme is currently in place
Target limit value(s)	The emergency control scheme set out in the functional requirements provided by AEMO is implemented.
Completion limit values	
Estimated capital cost of priority project	\$3.96m
Estimated operating cost of priority project	\$0
Capital expenditure to date	\$66,336
Operating expenditure to date	\$0
Priority project key milestones and dates	<ul style="list-style-type: none"> ● Final internal approval to undertake project 17/01/2014 ● Project commencement date 01/04/2015 ● Procurement of equipment 01/10/2015 ● Scheme in service 01/07/2016 ● Project completion date 01/08/2016
Priority project update/comments	The revised project scope has been provided by AEMO as the planner of the Victorian shared transmission network. AEMO has also provided the NPV market benefits and endorse the delivery of the revised priority project in June 2015. The ranking for the revised priority project is number 4. This is based on the magnitude of NPV market benefits compared with other priority projects in AusNet Services' NCIPAP.

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If this worksheet is updated, please update the summary worksheet to indicate changes have been made.

Priority project name and ranking	Priority Project 6 – Rowville - East Rowville No.1 & No.2 220kV circuit & Rowville - Springvale No.2 220kV circuit
Priority project description	Replace the two 220kV isolators in the SVTS No.2 line bay at ROTS and make protection setting changes for the Rowville - East Rowville No.1 and No.2 220kV circuits at ROTS.
Co-ordinated project	No
Has the priority project been commenced ?	Project completed
Date of priority project completion	22/02/2015
Limit(s) addressed by priority project	Loading constraint of the Rowville - East Rowville No.1 and No.2 220kV circuits and Rowville - Springvale No.2 220kV circuit under single contingency events
Initial limit value(s)	ROTS-ERTS No.1 and 2 220 kV circuits capability limited by protection limit of 686 MVA Rating of isolators between ROTS No.1 220 kV bus and ROTS-SVTS No.2 line limited to 495 MVA
Target limit value(s)	ROTS-ERTS No.1 and 2 220 kV circuits capability limited by circuit rating of 800 MVA Rating of isolators between ROTS No.1 220 kV bus and ROTS-SVTS No.2 line increased to 800 MVA or higher
Completion limit values	ROTS-ERTS No.1 and 2 220 kV circuits capability limited by circuit rating of 800 MVA Rating of isolators between ROTS No.1 220 kV bus and ROTS-SVTS No.2 line increased to beyond 800 MVA
Estimated capital cost of priority project	\$999k
Estimated operating cost of priority project	\$0
Capital expenditure to date	\$51,934
Operating expenditure to date	\$0
Priority project key milestones and dates	● Project completion date 22/02/2015
Priority project update/comments	The priority project has been completed and the target has been achieved, the improvement target has been achieved because of the implementation of the priority project. The priority project has been delivered significantly below budget as only the protection setting changes were carried out. The two 220kV isolators were replaced as part of project X926 ROTS 220kV switchyard replacement in order to achieve substantial project synergies.

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- **if the priority project has been completed in the previous calendar year (if this is the case, fill out rows 5 and 9 and ensure rows 4, 12, 13, 14 and 15 are up to date)**

Priority project name and ranking	Priority Project 7 - Increase instrumentation range
Priority project description	Increase the instrumentation range of the eleven transmission circuits mentioned below.
Co-ordinated project	No
Has the priority project been commenced ?	Yes
Date of priority project completion	
Limit(s) addressed by priority project	Network constraints due to limited instrumentation ranges for certain operational conditions for the eleven transmission circuits specified below. Existing instrumentation ranges are:
Initial limit value(s)	<ol style="list-style-type: none"> 1) BATS-WBTS 220 kV circuit at BATS -250/+450 MW and at WBTS -450/+250 MW 2) HOTS-WBTS 220 kV circuit at HOTS -250/450 MW and at WBTS -450/+250 MW 3) BETS-KGTS 220 kV circuit at BETS -300/300 MW and at KGTS -300/+300 MW 4) DDTS-WOTS 330 kV circuit at WOTS -1600/+800 MW 5) HOTS-RCTS 220 kV circuit at HOTS -300/+300 MW and at RCTS -250/+250 MW 6) KGTS-WETS 220 kV circuit at KGTS -300/+300 MW and at WETS -400/+400 MW 7) MLTS-TGTS 220 kV circuit at MLTS +400/+0 MW 8) RCTS-WETS 220 kV circuit at RCTS -250/+250 MW 9) ERTS-CBTS 220 kV circuit at ERTS -200/+600 MW 10) ROTS-RWTS 220 kV circuit at ROTS -600/+600 MW and at RWTS -500/+500 MW 11) TTS-RWTS 220 kV circuit at RWTS -500/+500 MW and at TTS N/A MW Target instrumentation ranges are:
Target limit value(s)	<ol style="list-style-type: none"> 1) BATS-WBTS 220 kV circuit at BATS -524/+524 MW and at WBTS -524/+524 MW 2) HOTS-WBTS 220 kV circuit at HOTS -524/+524 MW and at WBTS -524/+524 MW 3) BETS-KGTS 220 kV circuit at BETS -455/+455 MW and at KGTS -455/+455 MW 4) DDTS-WOTS 330 kV circuit at WOTS -1600/+1600 MW 5) HOTS-RCTS 220 kV circuit at HOTS -455/+455 MW and at RCTS -455/+455 MW 6) KGTS-WETS 220 kV circuit at KGTS -455/+455 MW and at WETS -455/+455 MW 7) MLTS-TGTS 220 kV circuit at MLTS -400/+400 MW 8) RCTS-WETS 220 kV circuit at RCTS -400/+400 MW 9) ERTS-CBTS 220 kV circuit at ERTS -600/+600 MW 10) ROTS-RWTS 220 kV circuit at ROTS -1086/+1086 MW and at RWTS -1086/+1086 MW 11) TTS-RWTS 220 kV circuit at RWTS -922/+922 MW and at TTS -922/+922 MW (Note: Proposed ranges are to match the line winter rating or one side of existing instrumentation range. These ranges can be rounded.)
Completion limit values	
Estimated capital cost of priority project	\$400k
Estimated operating cost of priority project	\$0
Capital expenditure to date	\$113,396
Operating expenditure to date	\$0
Priority project key milestones and dates	<ul style="list-style-type: none"> ● Final internal approval to undertake project 17/01/2014 ● Project commencement date 01/04/2015 ● Procurement of equipment 01/05/2015 ● New instrumentation ranges completed 28/03/2016 ● Project completion date 28/06/2016
Priority project update/comments	

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Priority project name and ranking	Priority Project 8 - Rowville - Malvern No.1 & 2 220 kV circuit:
Priority project description	Install a wind monitoring scheme for the Rowville–Malvern No.1 & 2 220 kV circuits
Co-ordinated project	No
Has the priority project been commenced ?	Yes
Date of priority project completion	
Limit(s) addressed by priority project	Loading constraints of the Rowville – Malvern No.1 & 2 220 kV circuits under single contingency events
Initial limit value(s)	Ratings of Rowville-Malvern 220 kV circuits: 204 MVA continuous and 237 MVA short-term
Target limit value(s)	Implement dynamic rating for both ROTS-MTS 220 kV circuits. The scheme will be designed to achieve ratings of ROTS-MTS circuits under favourable ambient conditions as 234 MVA for system normal operation and 267 MVA under contingent conditions provided pre-contingency loading is less than 60% of 234 MVA.
Completion limit values	
Estimated capital cost of priority project	\$400k
Estimated operating cost of priority project	\$0
Capital expenditure to date	\$60,369
Operating expenditure to date	\$0
Priority project key milestones and dates	<ul style="list-style-type: none"> ● Final internal approval to undertake project 17/01/2014 ● Project commencement date 01/12/2014 ● Procurement of equipment 30/11/2015 ● Installation of wind monitoring 26/02/2016 ● Project completion date 31/03/2016
Priority project update/comments	

EXPLANATORY NOTE

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Priority project name and ranking	Priority Project 9 - APD Inter-trip Control Schemes
Priority project description	APD Inter-trip Control Scheme (APDICS)
Co-ordinated project	No
Has the priority project been commenced ?	Yes
Date of priority project completion	
Limit(s) addressed by priority project	During a prior outage of the HYTS-APD No.1 500 kV circuit, the APD Inter-trip Control Scheme will allow management of over voltages by tripping the APD-HYTS-MOPS No.2 500 kV circuit following a next contingency, instead of prior to a contingency. During a prior outage of the HYTS-APD No.2 500 kV circuit, the APD Inter-trip Control Scheme will allow management of over voltages by tripping the TRTS – HYTS – APD line at TRTS and HYTS (also open the APD No 1 line CB at HYTS) following a next contingency, instead of prior to a contingency.
Initial limit value(s)	During a prior outage of plant connected at APD the potential overvoltage is managed by changing protection settings. Following restoration of plant, the protection setting is reset for normal operation. Any error in setting the protection could result in potential overvoltage and damage to plant, or inadvertent tripping of the entire APD potline load.
Target limit value(s)	Prevent potential overvoltage at APD 500 kV bus during a prior outage of plant connected at APD .
Completion limit values	
Estimated capital cost of priority project	\$920k
Estimated operating cost of priority project	\$0
Capital expenditure to date	\$26,584
Operating expenditure to date	\$0
Priority project key milestones and dates	<ul style="list-style-type: none"> ● Final internal approval to undertake project 17/01/2014 ● Project commencement date 01/04/2015 ● Procurement of equipment 01/02/2016 ● Scheme in service 01/07/2016 ● Project completion date 01/08/2016
Priority project update/comments	

EXPLANATORY NOTE

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Priority project name and ranking	Priority Project 10 - Hazelwood – Loy Yang No.1, 2 & 3 220 kV circuit:
Priority project description	Develop and implement a thermal model to calculate continuous and short-term ratings for the Hazelwood-Loy Yang 500 kV circuits based on ambient temperatures.
Co-ordinated project	No
Has the priority project been commenced ?	Project completed
Date of priority project completion	27/10/2014
Limit(s) addressed by priority project	Operational loading constraint for the Hazelwood – Loy Yang No.1, 2 & 3 500 kV circuit:
Initial limit value(s)	Hazelwood-Loy Yang No.1, 2 & 3 500 kV circuit capability 3204 MVA (summer continuous)
Target limit value(s)	Hazelwood-Loy Yang No.1, 2 & 3 500 kV circuits capability implemented in the thermal line model based on ambient temperatures. This is likely to provide short-term ratings higher than the continuous ratings under favourable ambient temperature and operating conditions.
Completion limit values	Hazelwood-Loy Yang No.1, 2 & 3 500 kV circuits capability implemented in the thermal line model based on ambient temperatures. This is likely to provide short-term ratings higher than the continuous ratings under favourable ambient temperature and operating conditions.
Estimated capital cost of priority project	\$0
Estimated operating cost of priority project	\$2k
Capital expenditure to date	\$0
Operating expenditure to date	\$188
Priority project key milestones and dates	● Project completion date 27/10/2014
Priority project update/comments	The priority project has been completed and the target has been achieved, the improvement target has been achieved because of the implementation of the priority project.

EXPLANATORY NOTE

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Priority project name and ranking	Priority Project 11 - Moorabool - Mortlake No.2 500kV circuit & Moorabool - Tarrone No.1 500kV circuit
Priority project description	Review and update protection settings in TRESIS sheet Nr. 48038 (X prot-P546), Nr. 48039 (Y prot-L90), Nr. 48689 (X prot-P546) and Nr. 48688 (Y prot-L90)
Co-ordinated project	No
Has the priority project been commenced ?	Project completed
Date of priority project completion	9/12/2014
Limit(s) addressed by priority project	Line loading constraint
Initial limit value(s)	Moorabool-Mortlake No.2 500 kV circuit capability is 2165 MVA; and Moorabool-Tarrone No.1 500 kV circuit capability is 2165 MVA
Target limit value(s)	Moorabool-Mortlake No.2 500 kV circuit capability is 2858 MVA; and Moorabool-Tarrone No.1 500 kV circuit capability is 2858 MVA
Completion limit values	Moorabool-Mortlake No.2 500 kV circuit capability is 2858 MVA (3300A); and Moorabool-Tarrone No.1 500 kV circuit capability is 2858 MVA (3300A)
Estimated capital cost of priority project	\$0
Estimated operating cost of priority project	\$0
Capital expenditure to date	\$0
Operating expenditure to date	\$0
Priority project key milestones and dates	● Project completion date 09/12/2014
Priority project update/comments	The priority project has been completed and the target has been achieved, the improvement target has been achieved because of the implementation of the priority project.

EXPLANATORY NOTE

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Priority project name and ranking	Priority Project 12 – Keilor-Sydenham No.1 500kV circuit & Keilor-South Morang No.1 500kV circuit
Priority project description	Review and uprate equipment ratings in RADAR
Co-ordinated project	No
Has the priority project been commenced ?	Yes
Date of priority project completion	
Limit(s) addressed by priority project	Loading constraint of the Keilor-Sydenham No.1 500kV circuit and Keilor- South Morang No.1 500kV circuit during prior outage of 500 kV circuit breakers at KTS
Initial limit value(s)	Keilor-Sydenham No.1 500 kV circuit: Protection limit 873 MVA to 1949 MVA Keilor-South Morang No.1 500 kV circuit: Protection limit 873 MVA to 1506 MVA
Target limit value(s)	Keilor-Sydenham No.1 500 kV circuit: Secondary plant limit 2078 MVA; and Keilor-South Morang No.1 500 kV circuit: Secondary plant limit 2078 MVA
Completion limit values	
Estimated capital cost of priority project	\$0
Estimated operating cost of priority project	\$0
Capital expenditure to date	\$0
Operating expenditure to date	\$0
Priority project key milestones and dates	● Project completion date 27/06/2016
Priority project update/comments	

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Priority project name and ranking	Priority Project 13 - Geelong Terminal Station (GTS)
Priority project description	Review and uprate equipment ratings in RADAR
Co-ordinated project	No
Has the priority project been commenced ?	Project completed
Date of priority project completion	10/12/2014
Limit(s) addressed by priority project	Loading constraint of the B2 and B4 220/66kV transformers at GTS
Initial limit value(s)	GTS 220/66 kV B2 transformer rating 169 MVA and limited by interplant connection rating of 167 MVA; and GTS 220/66 kV B4 transformer rating 179 MVA and limited by interplant connection rating of 167 MVA
Target limit value(s)	GTS 220/66 kV B2 transformer rating 169 MVA; and GTS 220/66 kV B4 transformer rating 177 MVA
Completion limit values	GTS 220/66 kV B2 transformer rating 169 MVA (1481A); and GTS 220/66 kV B4 transformer rating 177 MVA (1550A)
Estimated capital cost of priority project	\$0
Estimated operating cost of priority project	\$0
Capital expenditure to date	\$0
Operating expenditure to date	\$0
Priority project key milestones and dates	● Project completion date 10/12/2014
Priority project update/comments	The priority project has been completed and the target has been achieved, the improvement target has been achieved because of the implementation of the priority project.

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Priority project name and ranking	Priority Project 14 - Ringwood Terminal Station (RWTS)
Priority project description	Review and uprate equipment ratings in RADAR
Co-ordinated project	No
Has the priority project been commenced ?	Project completed
Date of priority project completion	12/12/2014
Limit(s) addressed by priority project	Loading constraint of the RWTS 220/66 kV transformers (B2 and B3)
Initial limit value(s)	RWTS 220/66 kV B2 transformer rating 185 MVA and limited by interplant connection rating of 173 MVA; and RWTS 220/66 kV B3 transformer rating 190 MVA and limited by interplant connection rating of 173 MVA
Target limit value(s)	RWTS 220/66 kV B2 transformer rating 185 MVA and limited by 66 kV busbar rating of 181 MVA; and RWTS 220/66 kV B3 transformer rating 190 MVA and limited by 66 kV busbar rating of 181 MVA
Completion limit values	RWTS 220/66 kV B2 transformer rating 185 MVA and limited by 66 kV busbar rating of 181 MVA (1585A); and RWTS 220/66 kV B3 transformer rating 190 MVA and limited by 66 kV busbar rating of 181 MVA (1585A)
Estimated capital cost of priority project	\$0
Estimated operating cost of priority project	\$0
Capital expenditure to date	\$0
Operating expenditure to date	\$0
Priority project key milestones and dates	● Project completion date 12/12/2014
Priority project update/comments	The priority project has been completed and the target has been achieved, the improvement target has been achieved because of the implementation of the priority project.

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Name and ranking of priority project to be removed	Priority Project 4 - Emergency Control Scheme for the loss of both Dedarang - Murray 330kV lines
Priority project description	Installation of emergency control scheme for the loss of both Dederang (DDTS) – Murray (MSS) 330kV lines based on functional requirements provided by AEMO.
Limit addressed by priority project	To avoid significant overloading of one or more lines between Lower Tumut – Wagga – Jindera – Wodonga – Dederang and Redcliffs – Buronga – Darlington Point at times of high import into Victoria following the loss of both Dederang – Murray 330kV lines
Initial limit value	No emergency control scheme is currently in place
Target limit value	The emergency control scheme will minimise the loss of load or generation following contingencies.
Reasons to undertake the project	With the control scheme in place there can be a significant reduction in post-contingent load shedding requirements. The benefits calculations are based on these events occurring once every 10 years, and a reduction of only 250MW of load shedding. Preliminary studies show the reduction in load shedding requirements can be >3 times this amount.
Reason for priority project removal	As per the endorsed NCIPAP 'Delivery of this priority project is contingent on agreement regarding the operation of the scheme, installation of equipment, and commercial arrangements being reached with participants involved in the operation of the scheme in a timely manner. These participants include generators and, if required, AEMO.' As per correspondence from AEMO to AusNet Services dated 30 April 2015, AEMO no longer endorses the delivery of this Priority Project in its current form. Due to the Victorian transmission arrangements, AusNet Services cannot deliver such a project without AEMO's endorsement, so this priority project must be removed. Note that a replacement priority project 4 with a revised scope is proposed.

Name and ranking of priority project to be removed	Priority Project 5 - Emergency Control Scheme for the loss of both Dedarang - South Morang 330kV lines
Priority project description	Installation of an emergency control scheme for the loss of both Dederang (DDTS) – South Morang (SMTS) 330kV lines, or both DDTS-SMTS 330kV lines together with Eildon (EPS) – Mount Beauty (MBTS) 220kV 1&2 lines, or both DDTS-SMTS 330kV lines together with EPS – Thomastown (TTS) 220kV line based on the functional requirements provided by AEMO.
Limit addressed by priority project	The loss of both Dederang – South Morang 330kV lines could result in tripping of the Buronga – Darlington Point line at times of high import into Victoria and subsequent loss of the 220 kV lines between northern Victoria and the Melbourne metropolitan area. This outcome occurred on 16 January 2007 resulting in separation between Queensland, New South Wales and northern Victoria and southern Victoria plus Tasmania and South Australia (the Victoria – South Australia interconnector subsequently tripped). Around 2600 MW of load was shed in Victoria as a result of this contingency.
Initial limit value	No emergency control scheme is currently in place
Target limit value	The emergency control scheme will minimise the loss of load or generation following contingencies.
Reasons to undertake the project	With the control scheme in place there can be a significant reduction in post-contingent load shedding requirements. The benefits calculations are based on these events occurring once every 10 years, and a reduction of only 250MW of load shedding. Preliminary studies show the reduction in load shedding requirements can be >3 times this amount.
Reason for priority project removal	As per the endorsed NCIPAP 'Delivery of this priority project is contingent on agreement regarding the operation of the scheme, installation of equipment, and commercial arrangements being reached with participants involved in the operation of the scheme in a timely manner. These participants include generators and, if required, AEMO.' As per correspondence from AEMO to AusNet Services dated 30 April 2015, AEMO no longer endorses the delivery of this Priority Project in its current form. Due to the Victorian transmission arrangements, AusNet Services cannot deliver such a project without AEMO's endorsement, so this priority project must be removed. Note that a replacement priority project 5 with a revised scope is proposed.

Name of replacement priority project

Emergency Control Scheme for the loss of both Dedarang - Murray 330kV lines (revised scope for the removed priority project 4)

Replacement priority project ranking

The proposed ranking for this priority project is number 10. This is based on the magnitude of NPV market benefits compared with other priority projects in AusNet Services' NCIPAP.

Transmission circuit/injection point(s)

Dederang (DDTS) – Murray (MSS) 330 kV lines

Limit and reason for the limit

The loss of both Dederang – Murray 330kV lines could result in significant overloading of one or more lines between Lower Tumut – Wagga – Jindera – Wodonga – Dederang and Redcliffs – Buronga – Darlington Point at times of high import into Victoria. The combined transfer across these links and south of Murray Switching Station into Victoria could be up to 1900 MW and loss of interconnection between Victoria and New South Wales is possible.

Project description

Installation of emergency control scheme for the loss of both DDTS – MSS 330kV lines based on functional requirements provided by AEMO.

Initial limit

No emergency control scheme is currently in place as at 10 June 2015

Improvement target

The emergency control scheme set out in the functional requirements provided by AEMO is implemented.

Estimated capital cost

\$3.11m

Estimated operating cost

\$0

Consultation with AEMO

The revised project scope has been provided by AEMO as the planner of the Victorian shared transmission network. AEMO has also provided the NPV market benefits and endorse the delivery of the revised priority project

Reason to include the replacement priority project

The replacement priority project will deliver a net NPV market benefit of \$0.89m. If stage 2 of the emergency control scheme is delivered, these benefits will be more substantial. This proposed priority project is a modified version of Priority Project 4 previously included in AusNet Services' 2014-17 NCIPAP.

Name of replacement priority project	Emergency Control Scheme for the loss of both Dedarang – South Morang 330kV lines (revised scope for the removed priority project 5)
Replacement priority project ranking	The proposed ranking for this priority project is number 4. This is based on the magnitude of NPV market benefits compared with other priority projects in AusNet Services' NCIPAP.
Transmission circuit/injection point(s)	Dedarang (DDTS) – South Morang (SMTS) 330 kV lines
Limit and reason for the limit	The loss of both Dedarang – South Morang 330kV lines could result in tripping of the Buronga – Darlington Point line at times of high import into Victoria and subsequent loss of the 220 kV lines between northern Victoria and the Melbourne metropolitan area. This outcome occurred on 16 January 2007 resulting in separation between Queensland, New South Wales and northern Victoria and southern Victoria plus Tasmania and South Australia (the Victoria – South Australia interconnector subsequently tripped). Around 2600 MW of load was shed in Victoria as a result of this contingency.
Project description	Installation of an emergency control scheme for the loss of both DDTS – SMTS 330kV lines, or both DDTS – SMTS 330kV lines together with Eildon (EPS) – Mount Beauty (MBTS) 220kV 1&2 lines, or both DDTS-SMTS 330kV lines together with EPS – Thomastown (TTS) 220kV line based on the functional requirements provided by AEMO.
Initial limit	No emergency control scheme is currently in place as at 10 June 2015
Improvement target	The emergency control scheme set out in the functional requirements provided by AEMO is implemented.
Estimated capital cost	\$3.96m
Estimated operating cost	\$0
Consultation with AEMO	The revised project scope has been provided by AEMO as the planner of the Victorian shared transmission network. AEMO has also provided the NPV market benefits and endorse the delivery of the revised priority project
Reason to include the replacement priority project	The replacement priority project will deliver a net NPV market benefit of \$5.16m. If stage 2 of the emergency control scheme is delivered, these benefits will be more substantial. This proposed priority project is a modified version of Priority Project 5 previously included in AusNet Services' 2014-17 NCIPAP.