

# ACER survey on the structural congestions in the electricity grids

Fields marked with \* are mandatory.

## Participant Details

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\* Please indicate your name and surname:

Article 2(4) of Regulation EU 2019/943 defines **congestion** as a situation in which all requests from market participants to trade between network areas, cannot be accommodated because they would significantly affect the physical flows on network elements which cannot accommodate those flows.

This definition therefore provides that there is a congestion between two network areas (where the area can be a bidding zone, or e.g. a group of nodes within the same bidding zone) when all requests for trade between these two areas cannot be accommodated because such trades would have significant impact on network elements which are physically congested; or would be physically congested if all such trade requests were accepted. However, this definition does not point at a specific market step for the identification of such congestions, thus resulting broad and subject to interpretation.

Article 2(6) of Regulation EU 2019/943 defines **structural congestion** as being congestion that can be unambiguously defined, is predictable, is geographically stable over time, and is frequently reoccurring under normal power system conditions. Article 14(1) of Regulation EU 2019/943 implies that network areas which are considered to be structurally congested should in principle be separated into separate bidding zones (crf. Article 14(1) of Regulation EU 2019/943), whereas network areas between which the congestion is not structural should in principle not be separated into different bidding zones.

The criteria of predictability of congestion might be considered as always fulfilled if given a proper network and market modelling and forecasting. The criteria of unambiguous definition and geographical stability over time is harder to define; however, if one selects or predefines two network areas, which are subsequently tested for congestion and structural congestion, then such predefined areas would fulfil the criteria of unambiguous definition and geographical stability over time. Thereby, if one predefines two network areas and test them for congestion and structural congestion the only remaining criteria on whether there is a structural congestion between these two areas is the frequency of occurrence of congestion between these two areas.

In order to provide more clarity on the assumptions and questions above, **ACER invites all experts on EU electricity networks and congestion management to provide their expert opinion on:**

- **definitions of congestion and structural congestion;**
- **how often the congestion should occur** between two network areas (i.e. frequency of occurrence) in order for these two network areas **to be considered as structurally congested.**

The answers to this survey will not be published and will remain confidential.

Please fill in the survey **by 15 June 2023**.

\* Please indicate your email address:

Please indicate your past professional experience related to electricity networks and congestion management and organisation(s) where you obtained such experience.

	Organisation(s)	Professional experience related to electricity networks and congestion management
1		
2		
3		
4		
5		

## Participant Responses

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Do you have any suggestions for improvement of the definition of congestion in Article 2(4) of the Regulation EU 2019/943?

Do you have any suggestions for improvement of the definition of structural congestion in Article 2(6) of the Regulation EU 2019/943?

Considering the definitions of congestion and structural congestion provided above, what is in your opinion a minimum percentage of time the congestion should exist between two network areas (which can be bidding zones, or parts of them), in order to define the congestion between these two areas as structural?

*Only values between 0 and 100 are allowed*

 %

Please provide any additional input to complement the answer to the previous question.