

2026 System Restart Service North Metro Sub-Network Tender: Frequently Asked Questions

This document contains consolidated, de-identified questions received from Market Participants in relation to the 2026 System Restart Service (SRS) procurement activities, together with AEMO's responses that may be relevant to other interested parties.

These questions and answers (Q&As) have been organised according to the following procurement activity in 2026:

- [Call for Submissions: System Restart Service – North Metro Sub-network of the SWIS](#)

1. How does the Usage Payment work where it is payable for each system shutdown or major supply disruption, but a maximum of one Usage Payment is payable in respect of any Trading Day?

We refer to Item 8(c) of Schedule 4 of the standard-form System Restart Service Contract.

The Usage Payment is a fixed amount (\$##) payable to the Service Provider for each system shutdown or major supply disruption.

The clause does not limit the number of such events that may occur within a Trading Day. Rather, it limits the number of Usage Payments that may be made in respect of that Trading Day.

For settlement purposes, AEMO will allocate the applicable Usage Payment proportionately across the Trading Intervals in the relevant Settlement Period. The reference to Trading Intervals relates to how the fixed payment is allocated and processed through settlement.

2. How does the Service Test Payment work where it is being an amount per Trading Interval but is payable only for each successful Service Test?

We refer to Item 8(d) of Schedule 4 of the standard-form System Restart Service Contract.

The Service Test Payment is a fixed amount (\$##) payable to the Service Provider for each Service Test that is successful under the contract.

For settlement purposes, AEMO will allocate the applicable Service Test Payment proportionately across the Trading Intervals in the relevant Settlement Period. The reference to Trading Intervals relates to how the fixed payment is allocated and processed through settlement.

3. Would a submission be acceptable if a single black start unit has a nominal sent-out power output of less than 50 MW, but the aggregate nominal sent-out power output is greater than 50 MW?

We refer to paragraphs 3.4.1 and 3.4.2 of the System Restart Service Specification – North Metro (2026). AEMO would accept a submission for a BSU with a nominal sent-out power output less than 50 MW, but with an aggregate nominal sent-out power output above 50 MW, if AEMO studies establish that a smaller BSU can be accommodated.

4. Are the terms “Availability” and “Reliability” intended to refer to the same quantitative measure, and is paragraph 3.5.3 of the System Restart Service Specification intended to refer to 95% availability?

“Availability” and “Reliability” are used interchangeably in the System Restart Standard and the System Restart Service Specification – North Metro (2026).

This difference in terminology is intentional and temporary and does not affect the conceptual substance. The System Restart Standard refers to “availability” as a quantitative measure of the proportion of Trading Intervals when the Service is Available. The System Restart Service Specification and the standard-form System Restart Service Contract refer to “reliability” as that quantitative measure.

AEMO anticipates amendments to the System Restart Standard following the separate SWIS-wide EOI process, which will realign the terminology.

5. Could a loss of natural gas supply or Network-related issues constitute an Uncontrollable Circumstance under the standard-form System Restart Service Contract?

We refer to the definition of 'Uncontrollable Circumstance' in clause 1.2.1 of the standard-form System Restart Service Contract. Whether a particular event constitutes an Uncontrollable Circumstance will depend on the specific facts and whether the requirements of that definition are satisfied.

Whether a loss of natural gas supply constitutes an Uncontrollable Circumstance will depend on the specific facts and whether the requirements of that definition are satisfied. The Service Provider is expected to maintain sufficient fuel arrangements and reserves to provide the Service following a system shutdown or major supply disruption (refer to section 3.3.3 of System Restart Service Specification - North Metro (2026)).

A Network-related issue may constitute an Uncontrollable Circumstance where it is beyond the Service Provider's reasonable control, unforeseeable, could not reasonably have been avoided, and prevents the Service Provider from providing the Service despite reasonable mitigation efforts.