

Engg.		For Perusal
Tariff		Secretary
Law		
Admin		
IT		
		Chairman



South Central Railway

दक्षिण मध्य रेलवे

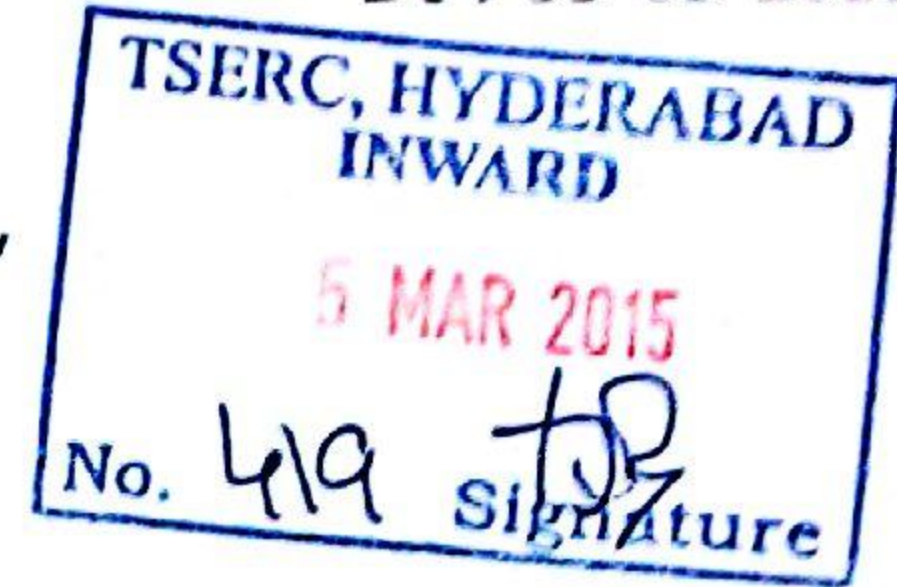
प्रधान कार्यालय / Headquarters Office,
विद्युत शाखा / Electrical Branch,
रेल निलयम् / Rail Nilayam,
सिकंदराबाद / Secunderabad-500 071

Secretary

No.E.19/5/1/3/SAC-TSERC

Dt : 05-03-2015.

✓ **The Secretary,**
Telangana State Electricity Regulatory Commission,
D.No.11-4-660, 5th Floor,
Singareni Bhavan,
Lakdi-ka-pool, Red Hills,
HYDERABAD-500 004.



Sub: TSERC- Ist SAC Meeting on 04.03.2015-reg.

As discussed in SAC meeting on 04.03.15, the reasons for preferring single part tariff are brought here for the kind notice of Hon'ble commission.

1. The traction loads are moving loads from one TSS zone to adjacent TSS zone. The load pattern of Railway traction is different with other HT consumer and can not be compared like other HT categories with fixed loads.
2. There are frequent interruptions to Railway Traction substations due to various reasons like
 - a) 132 KV incoming supply
 - b) Maintenance/outage in transmission lines and other equipments of Discoms.
3. In case of incoming supply failure to any traction sub station, being a public utility service trains can not stopped in between stations. To avoid this, the supply from adjacent traction sub stations will be extended, which is a standard practice as per the inherent principles of 25 KV AC traction system.
4. For any given level of train services, the overall demand on the system will not change. If it increases at one traction sub station it will reduce at the adjacent traction sub station, as the trains move on. The difference in MDs are due to bunching of trains at a particular period and also simultaneous starting of trains after restoration of supply.

CHAIRMAN PESHI

No : 239
DATE : 9/3/15

The two part tariff is not practicable due to feed extention involved from adjacent TSS during incoming power supply failure. This transfer of load from one TSS to the adjacent will lead to bursting MD for no fault of Railway and paying unnecessary peanlties in two parts ie on MD and energy.

MEMBER (F) PESHI

No : 247
DATE : 7/3/15


6. Single part tariff avoided complications of the actual demand recorded versus the demand that gets imposed due to such feed extensions.

MEMBER (T) PESHI

No : 317
DATE : 07.03.15

- 7 With electronic meter installed to all traction substations, the timely resetting of MD is practically not possible in midst of billing period.
- 8 As a responsible and disciplined consumer Railways are enhancing the CMDs periodically on need basis. In S.C. Railway the Contracted Maximum Demands are already enhanced for necessary levels and the CMDs of all Traction sub-stations are kept slight more than the required. It is difficult to enhance the CMD to exact levels due to load pattern of railway traction as explained above.
- 9 After prolonged discussions the then APSEB and APERC considered all these factors and removed MD charges & introduced single part tariff in 1992 with a separate category.

In view of the above reasons Hon'ble commission is requested to retain the single part tariff to the Railway traction also.


 05/3/2015
 (एम.के.गुप्ता) (M.K. GUPTA)
 (मु.वि.वि.इंजीनियर) C.E.D.E.
 कृते मुख्य विद्युत इंजीनियर
 For Chief Electrical Engineer

Copy to :	CMD, TSSPDCL, Mint Compound, Hyderabad-500 063.	For kind information and necessary action
	CMD, TSNPDCL, H.No. 2-5-31/2, Vidyut Bhavan, Nakkalagutta, Hanamakonda- 506 001	