


South Central Railway	
	Headquarters Office, Electrical Branch, Rail Nilayam IV floor,, Secunderabad-500071

No.E. 19/5/1/3/TSERC/ Vol. XVI

Dt: 05.03.2015.

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

Sub: Representation against to the proposed tariff for 11KV HT-I, II, III & VI category on behalf of S.C Railways.

Ref: Public notice issued in the news paper Dated 07.02.2015.

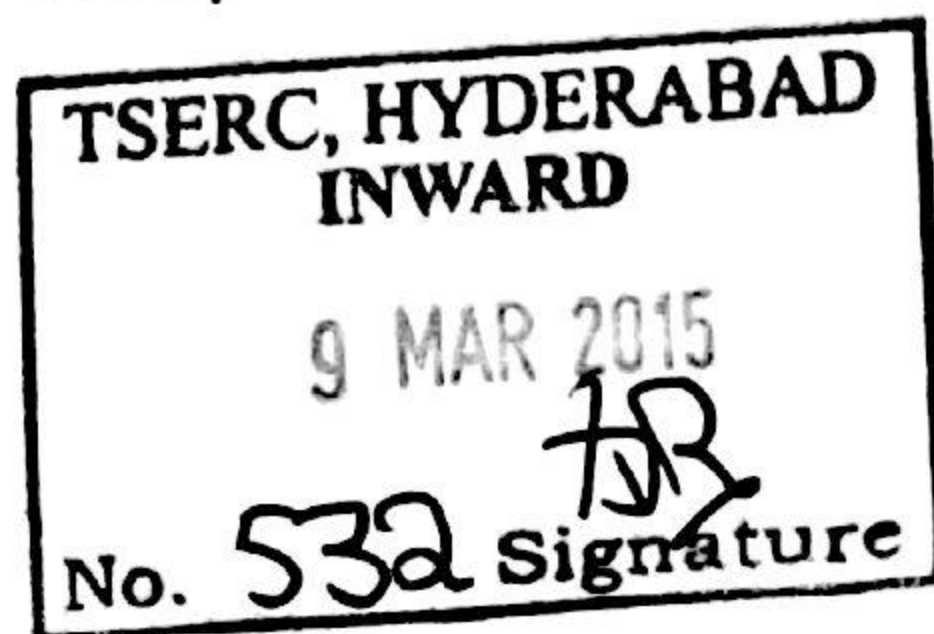
TS DISCOMs have issued public notice in news paper on 07-02-2015 for the proposed retail supply tariff for the year 2015-16.

The representation against the proposed retail tariff of 11KV HT-I,II,III & VI- & 33KV HT-II category on behalf of South Central Railway is enclosed for kind consideration.

A copy of the representation has also been submitted to Chief General Manager (IPC & RAC), TSSPDCL and CGM(Commercial & RAC) TNSPDCL. photo copy of the is also enclosed.

Kindly acknowledge receipt.

Encl- Copy of Representations for 11KV HT-I, II, III , VI & 33KV HT-II




DyCEE/TRD/HQ
South Central Railway
SECUNDERABAD

C/- Chief General Manager (IPC&RAC), TSSPDCL,
Door no.2-5-31/2, Vidhyut Bhavan,
Nakkalagutta,
HANUMAKONDA-506001

Chief General Manager (Commercial&RAC), TNSPDCL,
Ground Floor, Main office
Mint compound, Hyderabad

Representation of South Central Railway on the tariff proposed by four Discoms for the year 2015-16 for HT categories-I, II, III & VI

1.0 Introduction:

Railways are a National transport organization run by Central Government and play a major role in economic and financial growth of the country and also meet social obligations.

2.0 Energy consumption of Railways from TS Grid:

South Central Railway avails power supply from 33/11 kV, sub-stations in TS & AP. The consumption details of S.C. Railway are given below.

	Energy Consumed in MU	
	13-14	14-15 (upto Dec)
Non-Traction	36.36	37.76

3.0 Effect on Economy:

Any increase in the tariff for Railways has a direct impact on the economy of the country.

Details of existing & proposed tariff for 2015-16 and the additional burden on Railways (Non-Traction) are indicated below:

Category	Demand Charges		Energy Charges		TOD Tariff		Average Consumption per annum in MU	Additional Burden in Lakh ₹.
	Existing	Proposed	Existing	Proposed	Existing	Proposed		
HT I 11 kV	350	370	5.73	6.07	1.00	1.00	4.24	14.40
HT II 33 kV	350	370	6.28	6.64	1.00	1.00	25.79	92.85
HT II 11 kV	350	370	6.90	7.30	1.00	1.00	4.8	19.51
HT III 11 kV	350	370	6.58	6.96	1.00	1.00	9.89	37.60
HT VI 11 kV	50	53	5.68	6.01	-	-	5.49	18.10

2014-15 cost of service

DISCOM	HT I 11KV	HT II 33KV	HT II 11KV	HT III 11KV*	HT VI 11KV
TSNPDCL	5.52	5.10	5.05		5.36
TSSPDCL	5.15	4.93	5.72		5.74
Average cost of service	5.33	5.01	5.38		5.55

4.0 Average Cost of Service :

DISCOM	HT I 11KV	HT II 33KV	HT II 11KV	HT III 11KV *	HT VI 11KV
TNPDCL	6.13	5.77	6.22		4.05
TSSPDCL	5.59	5.36	5.86		5.57
Average cost of service	5.86	5.56	6.04		4.81
% increase in average cost	9.9	10.97	12.26		-13.33

5.0 * Cost of service for HT III 11 kV not available

	HT I 11KV	HT II 33KV	HT II 11KV	HT III 11KV	HT VI 11KV
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Present Tariff 2014-15	Demand Charges	350	350	350	350	50
	Energy charges	5.73	6.28	6.90	6.58	5.68
	TOD	1.00	1.00	1.00	1.00	-
Average unit cost		7.69	7.34	7.19	8.58	6.04
Tariff proposed 2015-16	Demand Charges	370	370	370	370	53
	Energy charges	6.00	6.64	7.30	6.96	6.01
	TOD	1.00	1.00	1.00	1.00	1.00
Average proposed unit Cost		8.05	7.75	8.69	9.06	6.37
% increase over last year		4.68	5.58	20.86	5.59	5.46

6.0 Electricity Act 2003:

As per section 61(g) of Electricity Act 2003 "that the tariff progressively reflects the efficient and prudent cost of supply of electricity, and also reduces and eliminates cross subsidies within the period to be specified by the appropriate commission."

For achieving the objective that the tariff progressively reflects the cost of supply of electricity, the SERC would notify roadmap within six months with a target that latest by the end of year 2010-2011 tariffs are within $\pm 20\%$ of the average cost of supply.

7.0 Conclusion:

From the foregoing paragraphs, it is evident that there is 9.9%, 10.97%, 12.26% & 13.33% increase in cost of service for HT I 11kV, HT II 33Kv, HT II 11KV & HT VI 11 kV but tariff is increased by 4.68%, 5.58%, 5.56%, 20.86% & 5.46% HT I 11kV, HT II 33Kv, HT II 11KV & HT III 11 KV & HTVI 11KV categories. This is not justified.

It is requested to eliminate cross subsidies.


The proposed tariff for Railways (Non-traction) is unreasonably high and needs to be substantially reduced nearer to actual cost of service.

8.0 Relief Sought:

It is prayed that tariff may be fixed within 20% of COS for HT I 11 kV, HT II 11 kV, HT II 33 kV and at COS for HT VI for Staff quarters (Central government) as per National Tariff policy in such a manner which shall be just and reasonable and be such as to promote economic efficiency in the supply and consumption of electricity.

It is therefore, prayed to consider reduction in tariff as under:

Category	Demand charges ₹./kVA/Month	Energy charges ₹./kVAh
HT I 11 kV	350	5.73
HT II 33 kV	350	6.28
HT II 11 kV	350	6.90
HT III 11 kV	350	6.58
HT VI 11 kV	50	5.68


(U.Sudhakar)
Dy Chief Electrical Engineer
South Central Railway
Secunderabad