MAHATRANSCO
Maharashtra State Electricity Transmission Co. Ltd.

MAHARASHTRA STATE ELECTRICITY TRANSMISSION CO.LTD.
CIN NO. U40109MH2005SGC153646
Maharashtra State Load Dispatch Center
Office of The Executive Director
Maharashtra State Load Dispatch Center, Thane-Belapur Road, P.O. Airoli, Navi Mumbai Pin – 400 708.
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Ref. No. ED/MSLDC/OP/GCC/ No 01265 Date: 18 JUN 2025

To,
As per mailing list GCC Core Group Members.

Sub: - Minutes of the 13th Grid Coordination Committee (GCC) meeting held on 22.04.2025 at C.O. Prakashganga, Mumbai.

Ref.: 1. Agenda Request vide mail dated 17.04.2025.
2. Agenda circulated vide Letter No. ED/MSLDC/OP/GCC/786 dated 21.04.2025.

Dear Sir,

With reference to the above subject, the Minutes of the 13th Grid Co-ordination Committee (GCC) meeting held at C.O. Prakashganga, Mumbai on 22.04.2025 at 14:00 hrs.in hybrid mode is enclosed herewith.

Thanking you.

With regards,

Encl: As above.

(Shashank Jewalikar)
Executive Director, MSLDC
and
Member Convenor of GCC

Copy s.w.rs. to:

The Director (Operations), Corporate Office, MSETCL, Mumbai.

Copy to:

- The Chief Engineer (STU), Corporate Office, MSETCL, Mumbai.
- The Chief Engineer (ACI&P), Corporate Office, MSETCL, Mumbai.
- The Chief Engineer (SLDC), Airoli, Navi Mumbai.

Mailing List of GCC Core Group Members:

Sr. No.	Name of Organization	Name of Nominee/Designation	Committee Position	Contact No.	E-mail ID
1	MSETCL	Shri Satish Chavan, Director (Operations)	Chairperson	022-26492162	dirop@mahatransco.in
2	MSEDCL	Shri. Yogesh Gadkari Director (Commercial)	Member	022- 26474211 / 26472131	directorcommsedcl@gmail.com
3	MSLDC	Shashank Jewalikar Executive Director (SLDC)	Member Convener	022-27601765	edsldc@mahasldc.in
4	MSETCL	Shri. Mahendra Walke, Chief Engineer (Trans. O&M)	Member	9769213955	ceom@mahatransco.in
5	MSPGCL	Shri. Anil Kathoye CE (Works)	Member	022-6942200 69843434 Ext. 3419	cegw@mahagenco.in
6	WRPC	Shri P. D. Lone, S.E. Commercial	Member	9867622823	comml-wrpc@nic.in
7	MEDA	Shri Manoj Pise, General Manager	Member	9422319093	gmrd@mahaurja.com

Minutes of the 13th Grid Co-ordination Committee meeting held on 22nd April 2025 at 14:00 hrs. at C.O. Prakashganga, Mumbai.

The 13th Grid Coordination Committee (GCC) meeting of the Core Group was held on 22.04.2025 at 14:00 hrs at C.O. Prakashganga, Mumbai.

The meeting was conducted both physically and via video conferencing. A list of members/participants is enclosed as ANNEXURE - A.

The Executive Director of MSLDC and Member Convener of the GCC welcomed all the members and other participants to the 13th GCC Meeting.

With the permission of the Chair, discussions for the 13th GCC Core Committee began as follows:

Confirmation of the Minutes of the 12th GCC Meeting held on 25.03.2025.

- The Member Convenor of GCC informed that the minutes of the 12th GCC meeting held on 25.03.2025 were circulated to all the members vide Letter No. ED/MSLDC/TECH/OP/GCC/750 Dated. 15.04.2025. However, no comments are received from members and hence, the same may be considered as ratified.

GCC confirmed the Minutes of the 12th GCC Meeting held on 25.03.2025.

Agenda Points from various committees:

Agenda Points received from STU (Maharashtra Transmission Committee (MTC):

The Chief Engineer (STU) informed that the various transmission schemes detailed below were discussed during the 13th MTC Meeting, where the MTC recommended these schemes for consideration by the GCC. He further provided a brief on each scheme before the GCC as outlined below

Item No.1:

Replacement of existing 0.4 Deer/Zebra ACSR conductor by High Performance Conductor (HPC) & disc insulators by long rod porcelain insulators string along with necessary double type hardware of 220 kV Jejuri – Kondhwa line along with strengthening of end bays under EHV O&M Division-I Pune

The CE- STU placed before the GCC a proposal for "Replacement of existing 0.4 Deer/Zebra ACSR conductor by High Performance Conductor (HPC) & disc insulators by long rod porcelain insulators string along with necessary double-type hardware of 220 kV Jejuri – Kondhwa line along with strengthening of end bays under EHV O&M Division-I Pune.

The CE- STU submitted that the 220 kV Jejuri-Kondhwa line was commissioned on 23.02.2012. The 220 kV Jejuri-Kondhwa line is one of the important lines of 220 kV Pune Ring Main Network. The said line has a route length of 32.77 km and is strung with 0.4 ACSR conductor. The current carrying capacity of the said line is 747 amps at5°C.

The CE- STU explained that 220 kV Kondhwa SS feeds the core area of Pune city, especially the defense area, Kondhwa, and Wanwarie, which is the main defense of Pune city, including the Military Command Hospital. Also, 220 kV Kondhwa S/S is the main and only source for 220 kV Nanded City S/S & Flagship S/S, which fed important areas of Pune City, including the IT park.
The CE- STU highlighted that the 220 kV Jejuri-Kondhwa line is the main source for the 220 kV Kondhwa S/S. The other source is available from 400 kV Jejuri S/S to 220 kV Phursungi S/S and then 220 kV Phursungi S/S to 220 kV Parvati S/S to Nanded City S/S. However, the total load of 220 kV Parvati S/S cannot be managed on this source of Kondhwa-Nanded City & Jejuri-Kondhwa line due to line loading conditions.

The link between 220 kV Chinchwad S/s and 220 kV Parvati S/s is kept open as the load of 220 kV Chinchwad S/s is increased & the load of Flagship S/s is also on the 220 kV Jejuri Kondhwa line via Nanded City S/s due to overloading of 220 kV Urse-Chinchwad line.
The CE- STU further highlighted that due to the increase in the load of 220 kV Chinchwad S/S, it cannot feed the load of 220 kV Parvati S/S & flagship S/S in the future. 220 kV Flagship S/S is also now fed from 400 kV Jejuri SS via 220 kV Nanded City & 220 kV Kondhwa SS. In case of an outage on the 220 kV Jejuri-Kondhwa line, it is very difficult to manage the load of 220 kV Parvati, Flagship, Nanded City, Kondhwa S/S, and associated S/S on the 220 kV Parvati-Phursungi line due to the constraint of current-carrying capacity (replacement of existing ACSR by HPC is in process).

The CE-STU submitted that MSETCL shall submit a detailed executable execution plan within a specified timeline, for the scheme.

The estimated cost of the scheme is ₹ **38.65 Crore.**

The committee discussed the above scheme in order to meet the present & future load requirement & to address the overloading in Pune Ring Main, with due deliberations, GCC ratified the scheme. Further, Chairman GCC directed that, a wider consultation regarding selection of alternatives in respect of High-Performance Conductor utilising various technologies needs to be taken up at utility level to identify the optimal requirements on case to case basis for all future replacement of conductor by HPC schemes.

Item No.2:

Replacement of 0.2 ACSR conductor by HPC of 100kV Kalwa-Reliable, Kalwa-STD, Sify-Reliable, Sify- STD, 100kV Kalwa- NOCIL- 1& 2 & 100kV NOCIL- STD Alkali line

The CE- STU placed before the GCC a proposal for "Replacement of 0.2 ACSR conductor by HPC of 100kV Kalwa-Reliable, Kalwa-STD, Sify-Reliable, Sify-STD, 100kV Kalwa-NOCIL-1 & 2 & 100kV NOCIL-STD Alkali Line."

The CE- STU submitted that the 100 kV Kalwa-Reliable, Kalwa-STD Alkali, Sify-Reliable, Sify-STD Alkali, 100 kV Kalwa-Nocil 1 & 2 D/C Line, and 100 kV Nocil-STD Alkali lines have already rendered the full lifetime of services for which they were commissioned in the year 1984.

The CE- STU added that these lines are passing through heavy pollution zones, chemically polluted zones, etc., areas having high corrosive effects. Moreover, due to the humid atmosphere of the Mumbai & Navi Mumbai area, these lines are getting deteriorated day by day.

100 kV Kalwa-Reliable, Kalwa-STD, Sify-Reliable, and Sify-STD lines are continued in service. However, now, due to the aging effect, they are vulnerable to frequent breakdowns and need heavy attention and maintenance.

The CE- STU submitted that in the 100 kV Reliable substation, there are 2 Nos. of incoming sources, i.e., the 100 kV Kalwa-Reliable and Reliable-Sify lines. In the 100 kV STD substation, there are 5 Nos. of incoming sources. In the 100 kV Sify Substation, there are 2 Nos. of incoming sources, i.e., 100 kV Sify-STD and Reliable-Sify lines.

The CE- STU highlighted that the 220 kV line in charge studied six months of minimum and maximum loading data. It is observed that these lines are loaded from 50 to 65% of their capacity, and they reached up to 392 amps on the 100 kV Kalwa-Reliable line on date 30.03.2022 at 16.00 hrs, 306 amps on the 100 kV Kalwa-STD line on date 19.02.2022 at 11.00 hrs, 329 amps on the 100 kV Sify-Reliable line on date 29.03.2022 at 14.00Hrs and 190 amps on the 100 kV Sify-STD line on date 12.01.2022 at 14.00 hrs. It is necessary to replace the existing Panther conductor with a high-ampacity Casablanca conductor to avoid load shedding in the Navi Mumbai area. The CE-STU, added that if the load increases, then the N-1 criteria will not be fulfilled, and conductor replacement might be tough at the time of execution.

CE- STU explained brief scope of work as follows:

- Supply of High-Performance Conductor (HPC) along with allied hardwares & accessories equivalent to existing 0.2 ACSR conductor, Porcelain insulators etc.
- Dismantling of existing 0.2 ACSR conductor with all accessories & hardwares and transportation of removed/dismantled materials to site store as per instructions of site-incharge.
- Stringing of HPC conductor along with allied hardwares, accessories & porcelain insulator etc.
- Strengthening of associated end bays.

Technical benefits explained by the CE-STU as follows:

- ✓ Enhanced current carrying capacity of the existing corridor using same RoW.
- ✓ Enhanced reliability of power supply to EHV consumers.
- ✓ Increased transmission capacity to meet future load growth demands.
- ✓ Grid stability will be improved.

The CE-STU submitted that MSETCL shall submit a detailed executable execution plan within a specified timeline, for the scheme.

The estimated cost of the scheme is **Rs. 48.26 Crore.**

The committee discussed the above scheme in order to meet the present & future load requirement & to address the overloading, with due deliberations, GCC ratified the scheme.

Item No.3:

Scheme of enhancement of transformation capacity by replacement of existing 2 x 25MVA, 132/33kV T/Fs by 2 X 50 MVA, 132/33kV T/Fs at 132kV Khapri S/s under RS Ringmain Division Nagpur under Nagpur zone

The CE- STU placed before the GCC a proposal for "Scheme of enhancement of transformation capacity by replacement of existing 2 x 25MVA, 132/33kV T/Fs by 2 X 50 MVA, 132/33kV T/Fs at 132kV Khapri S/s under RS Ringmain Division Nagpur under Nagpur zone."
CE- STU highlighted The 132 kV Khapri Substation was commissioned in the year 2004. The substation supplies electricity to key areas such as MIHAN, MAHA-METRO, hotels, and Nagpur International Airport. With rapid urbanization, new residential complexes, malls, and industries have significantly increased the demand for power.

CE- STU explain that Executive Engineer R.S. Ring Main Division has informed them that two new 33 kV feeder bays are required for Khapri Depot under the PM E-Bus Sewa Scheme of the Central Government, with a proposed load of 8.153 MVA, to support public bus services. Additionally, an alternate source of supply for AIIMS has been proposed with a 12 MVA load, requiring one new 33 kV feeder bay. These additions aim to enhance power distribution and ensure a reliable supply for essential services in the region. Maximum loading reached on both the T/Fs is more than 85 % of installed capacity.

The CE- STU added that during an outage/tripping of any one of the T/F, the load is not managed on the other two T/Fs, i.e., not satisfying the (N-1) criteria. The proposed scheme fulfills the augmentation scheme criteria. Therefore, considering the future loading and outage constraints and to satisfy (N-1) criteria, replacement of T/Fs is proposed at 132 kV Khapri S/S by MSETCL.
The cost of the Scheme is **₹ 1585.68 Lakhs.** Cited Work will be commissioned in **FY 2026-27.**

In order to meet the present & future load requirement, N-1 compliance, and to enhance system reliability with due deliberations, GCC ratified the scheme.

Item No.4:

Scheme of establishment of 33kV level by providing additional 2X50 MVA, 220/33kV T/Fs along with HV & LV bays, 06x33kV feeder bays, 2x33kV PT bays and 2x200kVA, 33/0.4kV Station T/F bays at 220/132kV Amalner S/s under EHV (O&M) Division, Jalgaon in Nashik zone.

The CE- STU placed before the GCC a proposal for a "scheme of establishment of 33 kV level by providing additional 2x50 MVA, 220/33 kV T/Fs along with HV & LV bays, 06x33 kV feeder bays, 2x33 kV PT bays, and 2x200 kVA, 33/0.4 kV station T/F bays at 220/132 kV Amalner S/S under EHV (O&M) Division, Jalgaon in Nashik zone.

CE- STU highlighted that, at present, the supply to Amalner Taluka in Jalgaon District is fed from 132/33 kV Amalner S/S under EHV (O&M) Division, Jalgaon. The installed capacity of 132/33 kV Amalner S/S is 100 MVA (i.e., 2x50 MVA T/Fs). The maximum demand reached is 58.64 MVA. There are 7 nos. of 33 kV feeders emanating from 132/33 kV Amalner S/S, having 11 nos. of 33/11 kV MSEDCL's substations & one no. of HTC. The total connected installed capacity of MSEDCL at the 33 kV level is 101.30 MVA.

There are 3 Nos. of 33/11 kV, 5 MVA substations sanctioned under AG Policy – 2020 and proposed on existing 132/33 kV Amalner S/s. Thus, the total connected installed capacity will increase up to 116.3 MVA against 100 MVA. Considering rapid agricultural growth due to abundant water resources, the 132/33 kV Amalner S/S may fall short of meeting this demand. Further, the length of the 33 kV Patonda feeder emanating from the 132/33 kV Amalner S/S is 37 km, having 3 nos. of 33/11 kV S/S with 25 MVA connected load. The voltage regulation of this lengthy feeder is 17.51%. Thus, there will be improvement in voltage regulation after shifting the long-length 33 kV Patonda feeder from the 132/33 kV Amalner S/S to the 220/132 kV Amalner S/S.

The CE- STU submitted that due to space constraints at the 132/33 kV Amalner S/S, it is not possible to erect an additional power transformer and 33 kV bays. In view of the above, MSETCL proposes to create kV level at the 220/132 kV Amalner S/S.

The estimated cost of the scheme is **₹ 2700 Lakh.** This scheduled commissioning of the cited scheme is in **FY 2026-27.**

In order to meet the present & future load requirement, to address the overloading problems, considering space constraints, and to enhance system reliability and stability, with due deliberations, GCC ratified the scheme.

Item No.5:

Scheme to convert AIS to GIS at 132 kV Harsool , 132 kV Jalna MIDC and 132 kV Jangamwadi substations under EHV O&M Zone, Chhatrapati Sambhajinagar.

The CE- STU placed before the GCC a proposal for a scheme for "scheme to convert AIS to GIS at 132 kV Harsool, 132 kV Jalna MIDC, and 132 kV Jangamwadi substations under EHV O&M Zone, Chhatrapati Sambhajinagar."

The CE- STU submitted that all the substations included in the DPR have been in operation for more than 35 years. Their equipment has exceeded its service life. Additionally, the lack of space for a new bay makes it difficult to accommodate MSEDCL's growing demand. Securing land for a new substation in urban areas is both challenging and costly. Therefore, converting AIS to GIS is proposed as a strategic solution to optimize space, reduce costs, and enhance capacity, ensuring a resilient and future-ready power distribution system.

The CE-STU explained scope of works, as follows:

132/33/11kV Harsool Substation

1. 3 x 33kV GIS T/F LV incomer bays, 10 x 33kV GIS Line bays for O/G feeder bays, 3 x 33kV GIS PT bays, 2 x 33kV GIS bus sectionaliser bay & 2 x 33kV GIS Line bays as Station T/F bays. Total No. of 33kV Bays- 20
2. SITC of 33/0.4kV, 200kVA Station T/Fs.
3. SCADA for all 33kV GIS bays and all associated civil works

132/33/11kV MIDC Jalna Substation

1. 132 kV GIS with :- 6 nos. of Line Bay, 5 nos. of PTR Bays, 2 nos. of PT and 2 nos. of Bus-Section Bay. Total No. of 132kv Bays – 15 Nos.
2. 33kV GIS with :- 14 nos. of Line Bay, 5 nos. of PTR Bays, 2 nos. of PTR HV Bays, 3 nos. of PT and 2 nos. of Bus- Section Bay Total No. of 33kV Bays - 26
3. 11 kV GIS with :- 11 nos. of Line Bay, 2 nos. of PTR LV Bays, 2 nos. of PT and 1 nos. of Bus-Section Bay Total No. of 11kV Bays - 16
4. Dismantling of all the equipment (132/33/11 kV) along with support structure and Bus-Bar.

132/33/11kV Jangamwadi substation

1. Supply, Erection, Testing and Commissioning of 33kV GIS with :- 12 nos. of Line Bay, 2 nos. of PTR LV Bays, 2 nos. of PT and 1 nos. of Bus- Section Bay. Total No. of 33kV Bays - 17
2. Supply, Erection, Testing and Commissioning of 11kV GIS with :- 10 nos. of Line Bay, 2 nos. of PTR LV Bays, 2 nos. of PT and 1 no. of Bus- Section Bay. Total No. of 11kV Bays- 15.
3. Dismantling of all the equipment (33kV & 11kV) along with support structure and Bus-Bar.

The Estimated cost of the scheme is **₹ 116.78 Cr**. The scheduled completion year of said scheme is **FY 2026-27.**

The GCC opined that TPC & AEML experience to be considered while executing the same. In order to accommodate additional bays to meet MSEDCL urban load requirements, taking into consideration the space constraint in the existing substation, the upgrading of technology, the reduction in maintenance, and the enhancement of the reliability of the system, with due deliberations, GCC ratified the scheme for inclusion in STU plan.

Item No.6:

LE scheme to convert the AIS to GIS at 132 kV Katol S/s and 33 kV level at 220 kV Kalmeshwar, 220 kV Kanhan, 132 kV Mauda substations under EHV O&M Division Nagpur under Nagpur Zone.

The CE- STU placed before the GCC a proposal for an LE scheme to convert the AIS to GIS at 132 kV Katol S/S and 33 kV level at 220 kV Kalmeshwar, 220 kV Kanhan, and 132 kV Mauda substations under EHV O&M Division Nagpur under Nagpur Zone.
The CE- STU submitted that all the substations included in the DPR have been in operation for more than 35 years. Their equipment has exceeded its service life. Additionally, the lack of space for a new bay makes it difficult to accommodate MSEDCL's growing demand. Securing land for a new substation in urban areas is both challenging and costly. Therefore, converting AIS to GIS is proposed as a strategic solution to optimize space, reduce costs, and enhance capacity, ensuring a resilient and future-ready power distribution system.

The CE-STU explained scope of works for following S/s:

220/132/33 kV Kalmeshwar
3 Nos. of Transformer 33 kV LV bays, 16 Nos. of 33 kV Feeders, 6 Nos. 33 bay for Bus Sectionalizer, PT & Station T/f.

220 kV Kanhan
2 Nos. of Transformer 33 kV LV bays, 11 Nos. of Feeders, 5 Nos. 33 bay for Bus Sectionalizer, PT & Station T/f.

132 kV Mauda
3 Nos. of Transformer 33 kV LV bays, 14 Nos of 33 kV Feeders, 6 Nos. 33 bay for Bus Sectionalizer, PT & Station T/f.

132 kV Katol
4 Nos. T/F HV bays , 3 Nos of Transformer LV bays, 8 no. of 132 kV bays for line, Bus coupler, PT, 20 no. of 33 kV bays for feeders, cap. bank and Stn. TF, bus sectionalizer, PT.

The Estimated cost of the scheme is **₹ 129.72 Lakh**, The Scheduled commissioning year of said scheme is **FY 2026-27.**

The GCC opined that TPC-T & AEML-T has carried out multiple schemes for conversion of AIS to GIS in order to mitigate the space constraint for requirement of additional bay, level creation. This requires precise detailing and non-conventional approach towards S/Stn layout. Therefore, MSETCL should interact with these utilities to utilize there expertize in carrying out an effective and time bound implementation of these schemes.

In order to accommodate additional bays to meet MSEDCL urban load requirements, taking into consideration the space constraint in the existing substation , the upgrading of technology , the reduction in maintenance, and the enhancement of the reliability of the system , with due deliberations, GCC ratified the scheme for inclusion in STU plan.

Item No.7:

Scheme of conversion of AIS to GIS of 22 kV level at 220kV Bhosari 1 S/S,22 kV level at 220kV Chinchwad-I S/S and 22kV and 11 kV level at 132kV Ganeshkhind S/S

CE- STU placed before the GCC a proposal for "Scheme of conversion of AIS to GIS of 22 kV level at 220kV Bhosari 1 S/S,22 kV level at 220kV Chinchwad-I S/S and 22kV and 11 kV level at 132kV Ganeshkhind S/S"

CE- STU submitted that all the substations included in the DPR have been in operation for more than 35 years. Their equipment has exceeded its service life. Additionally, the lack of space for a new bay makes it difficult to accommodate MSEDCL's growing demand. Securing land for a new substation in urban areas is both challenging and costly. Therefore, converting AIS to GIS is proposed as a strategic solution to optimize space, reduce costs, and enhance capacity, ensuring a resilient and future-ready power distribution system.

CE- STU explained scope of works for following S/s:

220 kV Bhosari I
Total Bays to be Converted: 53 Nos. (22kV AIS to 22kV GIS)
Bus Couplers: 5 Nos,Outgoing Feeders: 36 Nos., T/F LV Incomer Feeders: 6 Nos.,Potential Transformer (PT) Bays: 6 Nos.

220 kV Chinchwad I
Replacement of 52 Nos. of 22kV AIS bays with 22kV GIS bays , Replacement of existing battery sets with a 220V DC system and Upgrading old Control & Relay (C&R) Panels with BCU-based C&R panels in the new control room.

132 kV Ganeshkhind
11kV GIS (Total: 26 Bays)---Transformer LV Bays: 3 Nos.,11kV Outgoing Feeder Bays: 16 Nos.,11kV Bus Section Bays: 2 Nos.,11kV PT Bays: 3 Nos.,5MVAR Capacitor Bay: 1 No.,Station Transformer Bay: 1 No.
2. Conversion to 22kV GIS (Total: 22 Bays)--- Transformer LV Bays: 2 ,Nos. 22kV Outgoing Feeder Bays: 9 Nos. 22kV Bus Section Bay: 1 No. 22kV PT Bays: 2 Nos. 5MVAR Capacitor Bay: 1 No. Station Transformer Bay: 1 No. Spare Feeders on Existing Transformer: 6 Nos.

The Estimated cost of the scheme is **₹ 181.69 Lakh**. The above scheme will be commissioned in **FY 2026-27.**

In order to accommodate additional bays to meet MSEDCL urban load requirements, taking into consideration the space constraint in the existing substation , the upgrading of technology , the reduction in maintenance, and the enhancement of the reliability of the system , with due deliberations, GCC ratified the scheme for inclusion in STU plan.

Item No.8:

LE scheme to convert AIS to GIS of 100kV level with establishment of 220kV level at 100/22 kV Vasai S/S, 22kV level at 220/22 kV Nalasopara S/S and 220/100kV level at 220/100/22kV Kandalgaon S/S under EHV PC O&M Zone, Vashi.

CE- STU placed before the GCC a proposal of "LE scheme to convert AIS to GIS of 100kV level with establishment of 220kV level at 100/22 kV Vasai S/S, 22kV level at 220/22 kV Nalasopara S/S and 220/100kV level at 220/100/22kV Kandalgaon S/S under EHV PC O&M Zone, Vashi".

CE- STU submitted that all the substations included in the DPR have been in operation for more than 35 years. Their equipment has exceeded its service life. Additionally, the lack of space for a new bay makes it difficult to accommodate MSEDCL's growing demand. Securing land for a new substation in urban areas is both challenging and costly. Therefore, converting AIS to GIS is proposed as a strategic solution to optimize space, reduce costs, and enhance capacity, ensuring a resilient and future-ready power distribution system.

CE- STU explained scope of works:

220/100/22 kV Vasai S/S & 100/22 kV Vasai substation
Elimination of 100/22 kV Vasai S/S with establishment of new 220kV GIS (4 lines + 2 Interconnector & 4 T/F between 220 kV AIS to 220 kV GIS) in 100/22 kV Vasai S/S Switchyard & establishment of new 100kV GIS (2 Line Bay for Railway+2 line bay for 220/100 kV ICT LV Bay) in 220/100/22 kV Vasai S/S under EHV O&M Division, Boisar.

220/22 kV Nalasopara
Supply, Erection, Testing and Commissioning of 51 nos. of 22 kV GIS bays (i.e., 7 no. of T/F LV Bays, 28 nos. of Feeder Bays, 7 no. of PT bay, 7 no. of Bus Coupler Bay and 2 no. of Tie Bay for connecting existing GIS to new GIS scheme) at 220/22 kV Nalasopara S/S under EHV O&M Division Boisar.

220/100 kV Kandalgaon substation
Conversion of existing AIS 220/100 kV bays into GIS bays for 220 kV (16 nos.)- 9 no., feeder bays, ICT HV bay-2 no., TF HV bay- 2 nos., PT bay- 2 nos., Bus coupler bay- 1 no., 100 kV bays (Total 9 nos.), feeder bay – 4 nos., ICT LV bay – 2 no., PT bay- 2 no., Bus coupler bay- 1 no.
The Estimated cost of the scheme is **₹ 370.01 Lakh**. The schedule year of commissioning of the above scheme is **FY 2026-27.**

GCC opined that, the conversion of existing 100/22 kV Vasai S/stn AIS to GIS along with establishment of 220 kV envisages addition of 4 *5 0 MVA 220/22 kV Transformers and therefore, the existing source would be in sufficient to cater and will pose system reliability issues in case of N-1 contingencies. As such, addition of source to the substation is essential by LILO of 220 kV Versova – Ghodbundar Circuit at 220 kV Vasai GIS. This LILO should also be included as a part of Proposed Scheme.

In order to accommodate additional bays to meet MSEDCL urban load requirements at Vasai & Nalasopara, taking into consideration the space constraint in the existing substation , upgradation of technology at the old Kandalgaon substation, the reduction in maintenance, and the enhancement of the reliability of the system , with due deliberations, GCC ratified the scheme for inclusion in STU plan.

Item No.9:

Supply, Installation & Commissioning of ±200 MVAR STATCOM along with 400kV Outdoor GIS bay with BCU at 400kV Dhule S/s & allied works at 400kV Dhule S/s under Nashik Zone.

CE- STU placed before the GCC a proposal of "Supply, Installation & Commissioning of ±200 MVAR STATCOM along with 400kV Outdoor GIS bay with BCU at 400kV Dhule S/s & allied works at 400kV Dhule S/s under Nashik Zone".

CE- STU explained that STU has entrusted the work to VJTI, Mumbai for "Transient Stability Studies and Reactive Power Management Studies using Variable Reactive Power support (STATCOM/SVC) for planning studies of Intra State Transmission System (InSTS) network.

CE-STU highlighted that VJTI has proposed following work-

(a) Supply, Installation & Commissioning of ±200 MVAR STATCOM at 400kV Dhule S/s under Nashik Zone along with following works-

i) 1x125 MVAr MSC at 38.5 kV

ii) Control of existing 1x125 MVAr & 1x80 MVAr Bus Reactor by STATCOM controller.

CE- STU added that STATCOM is included in the STU plan for the year 2027-28. CE- STU highlighted scope of work, as below:

A. Supply & ETC of 400kV Outdoor GIS Bay

a) 400kV Outdoor GIS bay with BCU at 400kV Dhule S/s

b) Interconnecting with existing 3 bus arrangement using bus duct at 02 side of bus

c) Interconnection with STATCOM with 400kV Bus duct (Max. 100 mtr)

d) Connectivity for SCADA -400kV GIS bay, BCR, C&R panels to be interconnected with existing SCADA system for data acquisition & control using Optic Fiber cable.

e) Bushing for connecting bus duct with overhead conductor whenever required, with other equipment, bushing etc.

f) Civil works

B. Supply & ETC of ±200 MVAr or 2x100MVAr STATCOM

a)Installation of STATCOM includes

i)Key STATCOM equipment (Converter, Cooling System, Coupling Transformer, Air Core Reactor, AC Capacitor & STATCOM Control System)

b) Civil works alongwith allied works

c) Supply & ETC of 1x125 MVAr MSC at 38.5 kV

d) Control of existing 1x125 MVAr & 1x80 MVAr Bus Reactor installed at 400kV Dhule S/s through STATCOM controller

CE- STU highlighted advantage of STATCOM, as follows:

1) Improved Voltage Stability

STATCOM can provide dynamic reactive power compensation, which helps maintain voltage levels within desired limits, improving the overall voltage stability of the grid.

It can react very quickly to voltage fluctuations and disturbances, reducing the risk of voltage collapse in the power system.

2) Fast Response Time

STATCOM has a fast response time compared to traditional devices like SVC (Static Var Compensator). It can react within milliseconds, making it suitable for stabilizing systems in real-time under transient conditions.

3) Support for Dynamic and Steady-State Operations

STATCOM offers both dynamic and steady-state reactive power support. It can supply or absorb reactive power depending on the needs of the grid, providing flexibility in both normal and fault conditions.

4) Reduced Transmission Losses

By maintaining optimal voltage levels and improving power factor, STATCOM can reduce transmission losses and improve the efficiency of the power system.

5) Improved Power Quality

It helps reduce voltage flicker and improves the overall power quality by providing reactive power support, thus ensuring that sensitive industrial equipment operates more efficiently.

6) Enhanced Transmission Capacity

By controlling the voltage and reactive power, STATCOM can increase the effective transmission capacity of the existing power lines, allowing more power to flow through the same infrastructure without overloading it.

CE-STU submitted that the location & sizing of STATCOM is as per the joint studies conducted by STU & VJTI for transient stability studies and reactive power management studies using variable reactive power support for the Maharashtra Transmission Network, envisaging the benefits of LVRT in the RE-rich area, voltage stability, dynamic reactive compensation, and enhancing system stability.
CE-STU further added that as the above scheme is to be implemented on the existing assets of MSETCL, implementation of the same through the TBCB route may result in non-delineation of assets and interface issues, and the scheme should be implemented through RTM

The Estimated cost of the scheme is **₹ 443.21 Crore**. The schedule year of commissioning of the above scheme is **FY 2027-28.**

GCC opined that above scheme is to be implemented on the existing assets of MSETCL, implementation of the same through the TBCB route may result in non-delineation of assets and interface issues, and thus the committee decided to ratify the scheme to be implemented through RTM as recommended by MTC. The committee further opined that, the relevant process of prior MERC approval / appraisal to Empowered Committee as defined under MYT Regulations, 2024 shall be followed by STU. With due deliberations, GCC ratified the scheme.

Item No.10:

Supply, Installation & Commissioning of ±300 MVAR STATCOM along with 400kV Outdoor AIS bay with BCU at 400kV Lonikand-II S/s & allied works at 400kV Lonikand-II S/s under Pune Zone.

CE- STU placed before the GCC a proposal for "Supply, Installation & Commissioning of ±300 MVAR STATCOM along with 400kV Outdoor AIS bay with BCU at 400kV Lonikand-II S/s & allied works at 400kV Lonikand-II S/s under Pune Zone.
CE- STU explained that STU has entrusted the work to VJTI, Mumbai for "Transient Stability Studies and Reactive Power Management Studies using Variable Reactive Power support (STATCOM/SVC) for planning studies of Intra State Transmission System (InSTS) network.
VJTI has proposed following work-
Supply, Installation & Commissioning of ±300 MVAR STATCOM at 400kV Lonikand-II S/s under Pune Zone along with following works- i) 2x125 MVAr MSC and 1x125 MVAr MSR
STATCOM is included in the STU plan for the year 2027-28.

CE- STU explained scope of work:

A. Supply & ETC of 400kV Outdoor AIS Bay

a) 400kV Outdoor AIS bay with BCU at 400kV Lonikand-II S/s

b) Interconnecting with existing 1& half bus arrangement using bus duct at 02 side of bus

c) Interconnection with STATCOM with 400kV Bus duct (Max. 150 mtr)

d) Connectivity for SCADA -400kV AIS bay, BCR, C&R pa nels to be interconnected with existing SCADA system for data acquisition & control using Optic Fiber cable.

e) Bushing for connecting bus duct with overhead conductor whenever required, with other equipment, bushing etc.

f) Civil works

B. Supply & ETC of ±300 MVAr STATCOM

a) Installation of STATCOM includes

i)Key STATCOM equipment (Converter, Cooling System, Coupling Transformer, Air Core Reactor, AC Capacitor & STATCOM Control System)

b) Civil works along with allied works

a) Supply & ETC of 2x125 MVAr MSC and 1 x 125 MVAr MSR

The CE-STU highlighted advantage of STATCOM, as follows:

1) Improved Voltage Stability
STATCOM can provide dynamic reactive power compensation, which helps maintain voltage levels within desired limits, improving the overall voltage stability of the grid.
It can react very quickly to voltage fluctuations and disturbances, reducing the risk of voltage collapse in the power system.

2) Fast Response Time
STATCOM has a fast response time compared to traditional devices like SVC (Static Var Compensator). It can react within milliseconds, making it suitable for stabilizing systems in real-time under transient conditions.

3) Support for Dynamic and Steady-State Operations
STATCOM offers both dynamic and steady-state reactive power support. It can supply or absorb reactive power depending on the needs of the grid, providing flexibility in both normal and fault conditions.

4) Reduced Transmission Losses
By maintaining optimal voltage levels and improving power factor, STATCOM can reduce transmission losses and improve the efficiency of the power system.

5) Improved Power Quality
It helps reduce voltage flicker and improves the overall power quality by providing reactive power support, thus ensuring that sensitive industrial equipment operates more efficiently.

6) Enhanced Transmission Capacity
By controlling the voltage and reactive power, STATCOM can increase the effective transmission capacity of the existing power lines, allowing more power to flow through the same infrastructure without overloading it.

CE-STU submitted that the location & sizing of STATCOM is as per the joint studies conducted by STU & VJTI for transient stability studies and reactive power management studies using variable reactive power support for the Maharashtra Transmission Network, envisaging the benefits of LVRT in the RE-rich area, voltage stability, dynamic reactive compensation, and enhancing system stability.

CE-STU further added that as the above scheme is to be implemented on the existing assets of MSETCL, implementation of the same through the TBCB route may result in non-delineation of assets and interface issues, and the scheme should be implemented through RTM

The estimated cost of the scheme is **₹ 439.11 Cr.** The cited scheme will commissioned in **FY 2027-28.**

GCC opined that above scheme is to be implemented on the existing assets of MSETCL, implementation of the same through the TBCB route may result in non-delineation of assets and interface issues, and thus the committee decided to ratify the scheme to be implemented through RTM as recommended by MTC. The committee further opined that, the relevant process of prior MERC approval / appraisal to Empowered Committee as defined under MYT Regulations, 2024 shall be followed by STU. With due deliberations, GCC ratified the scheme.

Item No.11:

Scheme of Up-gradation of existing HVDC Control & Protection System to latest version of MACH System of Chandrapur-Padghe HVDC Bipole link.

CE- STU placed before the GCC a proposal for Scheme of Up-gradation of existing HVDC Control & Protection System to latest version of MACH System of Chandrapur-Padghe HVDC Bipole link.

CE- STU submitted that + 500 kV, 1500 MW Chandrapur – Padghe HVDC Bipole project link, was established in 1999 by M/s ABB Ltd, M/s BHEL. HVDC system is in service from last 25 years. Very vital link in Western Regional Grid and continuous availability of this link ensures system stability & reliability. Existing system is of old design/version based on Single Board Computer (SBC) concept and is based on DOS system which is in operation from last 25 years. Incidents of failure of cards of Control & Protection System are taking place due to ageing. Spares & Services for old system are not available due to technology obsolence. Due to non availability of spares, the operation of HVDC poles gets hampered. From 2014 onwards about 21 nos. of unwarranted trippings occurred due to failure of cards Considering above and to keep pace with technological developments, the existing Control & protection system at both the HVDC terminal stations need to be replaced by the state of art new MACH system.

CE-STU highlighted advantage of new MACH System :

(a) A redundant Modular Advance Control & Protection System for HVDC (MACH) including main computer system, modular I/O system and integrated HMI system is available now a days & is a substitute for old Control & Protection System.
(b) By using MACH Main Computers and Modular I/O, long life length of the system can be guaranteed

(c) Compact and flexible I/O gives a very simple installation in existing control cubicles with a minimum of changes needed in the existing wiring.
(d) No forced air cooling is required for the equipment, which is unique for a high performance system like the MACH system.
(e) All control and protection functions required will be included in the redundant MACH systems; BCP (Bipole Control and Protection), PCP (Pole Control and Protection) , AXC (Auxiliary Control)In New MACH system, failure rate is almost negligible as cards are not used.
(f) In case fault occurs , it is easy to trace the fault,
(g) services are available in India.
(h) very advanced state-of-art platforms having numerous benefits over existing MACH system.

CE- STU explain brief scope of work and submitted that Up-gradation of existing Control & Protection System of Chandrapur – Padghe HVDC Bipole link to latest version at Chandrapur- Padghe HVDC Terminal Stations covering following Control & Protection functions.

- ✓ Station Control & Monitoring
- ✓ Bipole Control and Protection
- ✓ Pole Control & Protection
- ✓ Converter Transformer Protection
- ✓ AC Filter Protections
- ✓ Valve Control
- ✓ Valve Cooling control & Protection
- ✓ Transient Fault Recorders.
- ✓ DC Line fault locator
- ✓ Cyber security
- ✓ Up-gradation of FOX 515 communication system
- ✓ System studies of Chandrapur-Padghe HVDC System
- ✓ Reverse Power functionality (Padghe- Chandrapur)

ED, SLDC suggested that, uprating of the HVDC link capacity also needs to be considered. The SLDC report after the grid disturbance on 12.03.2025 has suggested for the same.

CE-STU submitted that the present control and protection system at the HVDC Chandrapur-Padghe link has already outlived its service life and is facing issues in obtaining spares due to technological obsolescence. This aspect is affecting the availability & reliability of the crucial HVDC link, thereby jeopardizing the system stability. Hence, considering this and time required for total upgradation of end equipment, this proposal needs to be considered. In view of the above, after detailed deliberation, the committee opined that considering the importance of the vital HVDC link in the InSTS network, there is an urgent need for upgrading.
The estimated cost of the scheme is **₹ 510.69 Cr.**. The scheduled completion year for said scheme is **2027-28.**

The GCC opined that although the above scheme cost is above the threshold limit, the same is an upgrade of existing assets of MSETCL. The scheme is recommended by MTC to be implemented through the RTM route by MSETCL following the relevant provisions of MYT 2024 regulations and selection criteria guidelines issued by STU, With due deliberations, GCC ratified the scheme.

Item No.12:

The scheme of modification in BR No. 170/20 Dt.17.01.2025 for revision in the scheme of Installation of New 2x80 MVAR, 400kV line Reactors at 400kV Kumbhargaon (Nanded) as Switchable Line Reactors for 400kV Kumbhargaon-Chandrapur CKt-1 & Ckt-2 line with allied Bay equipment at 400kV Kumbhargaon S/s (Dist. Nanded) under Chhatrapati Sambhaji Nagar zone.

CE- STU placed before the GCC a proposal for "The scheme of modification in BR No. 170/20 Dt.17.01.2025 for revision in the scheme of Installation of New 2x80 MVAR, 400kV line Reactors at 400kV Kumbhargaon (Nanded) as Switchable Line Reactors for 400kV Kumbhargaon-Chandrapur CKt-1 & Ckt-2 line with allied Bay equipment at 400kV Kumbhargaon S/s (Dist. Nanded) under Chhatrapati Sambhaji Nagar zone."

CE- STU submitted that 400 kV Kumbhargaon Substation (Dist. Nanded) is very vital sub-station under EHV O&M Circle Parli. The total installed capacity of this sub-station is 1,002 MVA, the details of ICTs in service are as below:

i) 400/220kV, 501 MVA ICT-I
ii) 400/220kV, 501 MVA ICT-II

400kV Kumbhargaon sub-station (Dist. Nanded) is one of the major grid-connected sub-station connecting 400kV Chandrapur Ckt-1 (277 KM) & 400kV Chandrapur Ckt-2 (301 KM) and 400kV Girwali Ckt-1 (160 KM) & 400kV Girwali Ckt-2 (163 KM). Also 220kV Waghala Ckt-1 & Ckt-2, 220kV Jalkot Ckt-1 & Ckt-2, 220kV Krishnur Ckt-1 & Ckt-2 and 220kV Bhokar Ckt-1 & Ckt-2 & caters most of the load of Nanded District.

400kV Kumbhargaon SS (Dist. Nanded) being a major grid connected sub-station, having long length 400kV lines, there is the issue of over voltage. As per MERC Grid Code-2020, Part-C (Operating Code), Sr. No 37.13, the prescribed limits for maintaining bus voltage at 400kV bus is ±5% i.e., 380kV to 420kV. However, is seen that the limits of over voltage are crossed at 400kV Kumbhargaon SS many times.System study was carried out by STU, Wherein reactor at 400 KV Kumbhargaon substation has been recommended.

This scheme was discussed in 11th GCC Meeting dated 29.01.2025 as Agenda Point No 06, & after detailed deliberation and discussion, GCC referred back the scheme to MTC for reverification.

So as per the suggestions of 11th GCC Meeting dated 29.01.2025, MSETCL verified the scheme. The possibility of placing switchable line reactor arrangement at 400kV Kumbhargaon SS has been explored at field level by making some space adjustments & layout with special arrangement has been prepared in consultation with the Design section CO Mumbai.

The estimated cost of the scheme is **₹ 3766.05 Lakh**. The scheduled completion year for said scheme is **2025-26.**

Based on the directives given in 11th GCC, the scheme is now repurposed by MSETCL after conversion to switchable line reactors. Therefore, with due deliberations, GCC ratified the scheme.

Item No.13:
Construction of 400 kV Double Circuit line on monopole from GT unit 11 & unit 12 (MSPGCL) to 400 kV Koradi substation (MSETCL)-1.2 km along with associated bays

CE- STU placed before the GCC a proposal for Construction of 400 kV Double Circuit line on monopole from GT unit 11 & unit 12 (MSPGCL) to 400 kV Koradi substation (MSETCL)-1.2 km along with associated bays

The CE-STU highlighted **objective** of scheme as follows:

(a) To evacuate the power from upcoming Generation unit
(b) To start up power arrangement for MSPGCL's Proposed 2x 660 MW Koradi Project.
(c) To meet the power demand of Maharashtra State.

CE- STU submitted **benefits** of above scheme as follows:

A) Power from upcoming Generation unit at Koradi TPS will be evacuated.
B) Power Demand of Maharashtra State will be catered.

CE- STU added that this Scheme approved by MSETCL Board BR.No. 172/25 dated 04.04.2025.

The CE-STU submitted scope of work as follows:
I) Substation portion: -Part-A-1
a) Construction of 3 No's of 400kV line bay within existing 400kV Bus for pro-posed 2 x 660 MW; Unit- 11 & 12 coal based Thermal Power Plant of M/s MSPGCL at 400/220kV Koradi-I S/stn. alongwith shifting of 1 No's of 400kV line bay at 400/220kV Koradi-I S/stn.
b) Dismantling of 3 No's of 400kV line bays of at 400/220kV Koradi-I S/stn.
c) Dismantling of 2 No's of Station transformer bays at 400/220kV Koradi-I S/stn & construction of 02 No's of bays with all allied civil work at 400/220kV Koradi-I S/stn.
d) The integration of Existing scheme considering Configuration of Bus bar with existing BBR & Additional bay units/input modules/trip relays etc in order to integrate the new bay in the existing Bus bar protection scheme.

II) Line portion:-Part-A2

a) Construction of 400kV DC (Twin conductor) O/H Tr. line using Monopole tower for proposed 2 x 660 MW; Unit-11 & 12 coal based Thermal Power Plant of M/s MSPGCL up to GT-5 & GT-6 bay at MSETCL's 400/220kV Ko-radi-I S/stn. The 400kV GT-05 bay is available due to scrapping of Generation unit No.05 & 400kV GT-06 bay will be made available by shifting of GT-06 bay to GT-07 bay at 400/220kV Koradi-I S/stn as Generation unit No.06 is in service. Route length:-693.72Mtr; Total No's of Tower:-07 No's (Monopole tower).

b) Construction of 400kV SCDC (Twin conductor) O/H Tr. line using Monopole tower for proposed 2 x 660 MW; Unit-11 & 12 coal based Thermal Power Plant of M/s MSPGCL for shifting of connectivity of existing GT-6 unit from 400kV GT-6 bay to GT-7 bay on 400kV level at MSETCL's 400/220kV Koradi-I S/stn. Route length: 273.91Mtr; Total No's of Tower:- 02 No's (Mono-pole tower).

c) Construction of 220kV Tr. line using UG cable from proposed Station T/F of generation unit-11 to 220kV bay-I at 400/220kV Koradi-I S/stn. The Route length: 331.0Mtr.

d) Construction of 220kV Tr. Line using UG cable from proposed Station T/F of generation unit-12 to 220kV bay-II at 400/220kV Koradi-I S/stn. The Route length: -312.0Mtr.

CE- STU highlighted that Government of Maharashtra has approved this project vide GR dated 01.12.2023. MERC have accorded in principle approval for 2 x 660 MW Koradi Project vide ref MERC order Case No 230 of 2019 dated 04.09.2019. Maharashtra State Electricity Distribution Company Ltd (MSEDCL) have given in principle consent for long term power purchase vide letter no. CE/PP/MSPGCL/20020 dtd 17.07.2019. MSETCL have approved grid connectivity for proposed vide letter no MSETCL/CO/STU/Thermal/0807/dtd 07.02.2023 & 7910 dtd 10.11.2023. STU carried out the load flow study on date 02.04.2025.

The CE-STU submitted that above scheme is proposed for evacuation and start-up power for MSPGCL's upcoming 2x 660 MW Koradi Project, for which the grid connectivity has been granted by STU.

The Estimated cost of the scheme is **Rs. 72.62 Cr.** The scheduled year of completion for the cited scheme is **FY 2025-26.**

The GCC Noted that scheme is proposed for evacuation and start-up power for MSPGCL's upcoming 2x 660 MW Koradi Project, for which the grid connectivity has been granted by STU. However, MSEDCL representative raised query whether, above generation scheme and the PPA arrangement has been approved by MERC. Chairman GCC clarified that the above evacuation scheme is proposed based on grid connectivity granted by STU as per application by MSPGCL and obtaining approval and further commercial arrangement is under the scope of MSPGCL which shall be carried subsequently.

Therefore, with due deliberations, GCC ratified the scheme.

Item No.14:

Establishment of 220/33 kV Additional Butibori Substation, Dist. Nagpur

CE- STU placed before the GCC a proposal for Establishment of 220/33 kV Additional Butibori Substation, Dist. Nagpur.

CE- STU highlighted objective of scheme:

- To cater the MIDC load in Butibori MIDC area, Nagpur
- To cater the future upcoming load of Butibori area.

CE- STU highlighted scope of work:

- ✓ 2 x 50 MVA, 220/33 kV TFs
- ✓ LILO on existing 220 kV Butibori III-Purti Ckt - 6.5 Km
- ✓ 8 X 33 kV outlets

CE-STU highlighted that MSEDCL has received a load requirement from MIDC for their upcoming industrial area in the Additional Butiburi area. Based on which MSEDCL has requested MSETCL/STU to establish an EHV substation in the area to cater to the load of upcoming EHV consumers for which the applications have been received by them. Further, MIDC has also earmarked and handed over the required land to MSETCL.

The Estimated cost of scheme is **₹ 119.31 Cr.**

In view of fulfilling the present & future requirements of MSEDCL demand in the Butibori area and enhancing system reliability, after detailed deliberation and discussion, with due deliberations, GCC ratified the scheme.

Item No.15:

LILO on 100 kV Mohane-Ambernath for 220 kV Jambhul Substation.

CE- STU placed before the GCC a proposal for "LILO on 100 kV Mohane - Amberath Line at 220 kV Jambhul Subsation".

CE- STU submitted that there are constraints of overloading of Padghe-Mohane-Ambernath 100kV D/C line under contingency. In case, if loading of 100 kV Padghe-Mohane line and Padghe-Ambernath line is increased the entire load will not shift on any other line. Due to this both 100 kV Ambernath s/s and 100 kV Mohane s/s goes into dark, hence N-1 criteria cannot be fulfil.

CE- STU highlighted that Presently, 100 kV Ambernath s/s & 100 kV Mohone s/s arte having single 220 kV source from 400/220 kV Padghe s/s. There are constraints of overloading of Padghe-Mohane-Ambernath 100kV D/C line under contingency. In case, if loading of 100 kV Padghe-Mohane line and Padghe-Ambernath line is increased the entire load will not shift on any other line. Due to this both 100 kV Ambernath s/s and 100 kV Mohane s/s goes into dark, hence N-1 criteria cannot be fulfil.

CE- STU added that work of replacement of existing 0.3 ACSR Goat conductor with High Performance Conductor (HPC) of 100kV Padgha-Ambernath, 100 kV Padgha-Mohane & 100 kV Mohane-Ambernath lines under EHV PC O&M Zone, Vashi is already approved by BR No 167/23 Dated 08.03.2024.

CE- STU submitted that 220 kV Padghe- Jambhul & Padghe- Pal conductor is replaced by HTLS. Further, The CE-STU mentioned brief scope of work, of scheme as follows:

Construction of LILO on 100 kV Mohane - Ambernath Line for 220/100 kV Jambhul s/s in new corridor – 5 kms

1) 100 kV line bay at 220 kV Jambhul s/s- 02 nos. with contingencies.

2) Construction of LILO on 100 kV Ambernath - Mohone line at 220 kV Jambhul s/s – 5
   i. 100 kV DC line on DC tower - 4 kms
   ii. Underground cable(2500sqmm) - 1 km

CE- STU highlighted benefits of scheme as follows:

- Second source alternative to 100 kV Ambernath , 100 kV Mohane s/stns & 220 kV Jambhul S/S.
- Reliability and availability of power supply to consumers of Mohane&Ambernath s/s.
- Utilization of under loaded 1x100 MVA + 125 MVA ICT at Jambhul s/s.
- Network improvement work of Vashi Zone.

CE- STU submitted the execution plan as per received directions in 11th GCC, as follows:

1. **Forest NOC:-**
   - MSETCL appointed M/s Dilip Phatangare & Associates to obtain NOC from Forest Department for the area of 7 Hactor. After verification at site awarded quantity reduced to 3Ha. From 7Ha. After receipt of NOC from Forest ,work can be started in forest area.
2. **ROW:-**
   - Remaining land belong to MIDC, hence there not a ROW issues.
3. **EHV Crossing :-**
   - Using Dwarf Tower, outages will be avoided.Some where Hot line stringing method will be used.
4. **MIDC Permission:-**
   - MIDC permission will require at the time of execution. This office will initiate the procedure fro permission.
5. **Load Management:-**
   - If required ERS system is considered in estimate. The existing line will be shifted on ERS to avoid outages.
6. **Use of HTLS conductor for LILO portion:-**
   - In estimate, HTLS conductor is considered for LILO portion to match the current carrying capacity.

CE-STU submitted that approved up- gradation of conductor of 100kV Padghe –Ambernath-Mohana circuits is for mitigating the N-1 redundancy in the network while the LILO scheme provides and additional source on 100Kv level. Also the proposed 400kV Ambarnath and up gradation of 110kV Kalyan(TPC-T) to 220kV does not cater to the redundancy requirements fulfilled by the scheme needs of the scheme and therefore the scheme is essential to be executed.

CE-STU submitted that this scheme was discussed in the 11th GCC and it was directed to verify the scheme in reference to the upgradation of the conductor of 100 kV Padghe –Ambernath–Mohana circuits, which has already been accorded approval, and STU to reverify the scheme in coordination with the establishment of the proposed 400 kV Ambarnath and the upgradation of 110 kV Kalyan (TPC-T) to 220 kV and the utilization of the existing 220 kV Anandnagar.

The estimated cost of scheme is **₹ 70.27 Cr.** The scheduled commissioning year of scheme is **FY 2026-27.**

Considering the submission of the execution plan by MSETCL and clarification by STU in order to enhance the system reliability with due deliberations, GCC ratified the scheme for inclusion in STU plan.

Item No.16:

Installation of new 220 kV/22 kV RSS at Kailash Nagar, Wagle estate, Thane

CE- STU placed before the GCC a proposal for "Installation of new 220 kV/22 kV RSS at Kailash Nagar, Wagle estate, Thane".
CE- STU highlighted scope of work for scheme as follows:

- LILO of 220 kV Salsette – Borivali line by using corridor of existing 110 kV Salsette-Kolshet line.
- 220 kV GIS (07 bays including PTs) and 22 kV GIS (43 bays including PTs) along with Protection, Communication and Automation.
- 220 kV / 22 kV, 2X125 MVA Transformers & with space provision for additional 125 MVA Transformer

CE- STU explained that Hon'ble chairman & MD of MSEDCL has accorded the approval for erection of new Kailas Nagar EHV Substation at Wagle estate, Thane by M/s Tata Power. The proposal for the same was submitted on the Director(operations) MSETCL on 14.11.2024.On 20th Dec-2024, STU requested technical feasibility for establishment of 220/22kV Kalilash Nagar station at Wagle estate, Thane. Subsequently, TPC-T has submitted technical feasibility for the same on 02.01.2025 with feasibility for 220 kV substation instated 110 kV station.

CE- STU further added that Joint load flow study completed with STU Detail tower wise survey completed by TPC-T & with minimum towers line will be erected. Existing 110 kV Salsette-Kolshet line COD is 1970 & Wildlife forest act was published in 1980. Hence as per communication by forest office, for proposed line new permission is not essential. Permission for re-orientation of existing line will be provided by forest office.

CE- STU highlighted that this scheme will be executed in two parts :

(a) Upgradation of existing 110 kV Salsette Kolshet corridor to 220 kV alongwith multi circuit towers.
(b) Installation of 220 / 22 kV RSS at Kailash Nagar, Wagale Estate, Thane.

CE- STU submitted that presently LILO of 220 kV Salsette-Borivali S/c line at Kailashnagar may be executed. However, as per future load growth and prospect of interconnection with other 220 kV S/s, 2nd LILO of 220 kV Salsette-Borivali line is also proposed and hence, provision of the same may be kept at Kailashnagar.

CE-STU ubmitted that based on its suggestion, the earlier proposal of 110/22kV substation has been revised to 220/22kV and validated through joint studies of STU & TPC-T. The source to the above substation is through the LILO of 220 kV Salsette-Borivali S/c line at Kailashagar with the upgradation of the existing 110 kV Salsette-Kolshet corridor to 220 kV along with multi-circuit towers.

The Estimated cost of the scheme: (a) Installation of 220 kV / 22 kV RSS at Kailash Nagar, Wagale Estate, Thane **: ₹ 190 Cr. (Excluding Land and RI Cost),** (b) Upgradation of existing 110 kV Salsette Kolshet corridor to 220 kV with multi circuit towers: **₹ 185 Cr.** The scheduled year of completion for the cited scheme is **FY 2026-27.**

The GCC noted that the cost of the project for the establishment of 220/22 kV RSS at Kailash Nagar along with the LILO section is ₹ 190 Cr. (excluding land and RI cost) and therefore is below the threshold limit of 200 Cr specified in MYT regulations for implementation through TBCB .

Further, for the source lines to the substation, the upgrading of the existing 110 kV Salsette Kolshet corridor to 220 kV along with multicircuit towers at a cost of ₹ 185 Cr. is an upgradation of the existing assets, and below threshold limit of 200 Cr specified in MYT regulations for implementation through TBCB. As the above scheme is proposed in two parts GCC directed Stu to verify the detail estimated cost of each part and validate the above schemes with guidelines issued by STU in respect of selection of transmission projects to be executed under TBCB framework within state of Maharashtra dated: 07.02.2025.
In order to meet the MSEDCL requirement in Thane region, after due deliberations , GCC ratified the scheme.

Item No.17:

Upgradation of existing 110 kV Parel S/s by creation of 220 kV level

CE- STU placed before the GCC a proposal for "Upgradation of existing 110 kV Parel S/s by creation of 220 kV level".

CE- STU highlighted necessity of proposed scheme and submitted that the 110 kV Parel RSS is having Transformation capacity is 515 MVA. As per CEA's substation planning criteria maximum Transformation capacity at 110 kV level is 500 MVA. The existing firm transformation capacity @ 33 kV bus is 150 MVA & 33kV peak load is 130 MVA and is not adequate to cater load demand BEST & TPC-D. BEST has applied for 33 kV load @ 119 MVA. TPC-D has applied for 33 kV load @ 90 MVA. Hon'ble MERC has opined to upgrade existing 110 kV Stations to 220 kV level in view of long-term transmission planning. Hence, to meet the existing and future load requirement it will be necessary to augment the existing 110 kV Parel RSS to 220 kV level.

CE- STU submitted scope of work, for proposed scheme:

- ✓ Source lines : As approved by MERC, 220 kV Parel-Mahalaxmi line (7 Ckt km) is already commissioned in view of 220 kV Parel. Commissioning of 220 kV Trombay-Parel-1 & 220 kV Trombay Parel-2 using existing RoW of TPC-T lines.
- ✓ Installation and commissioning of 220 kV 07 bay GIS.
- ✓ Installation and commissioning of 1X 250 MVA 220 kV / 110 kV / 33 kV ICT & 1X 125 MVA 220 kV/ 33 kV Transformer with future provision for additional 125 MVA power Transformer
- ✓ Installation and commissioning of 33 kV GIS bus sections

CE- STU highlighted that proposed 220 kV interconnection with existing 110 kV system will lead to increase in fault level. Therefore, in view of controlling fault level at 110 kV level proposed 220 kV and existing 110 kV system should be kept segregated.

The CE-STU added that proposed 220 kV / 110 kV / 33 kV ICT can be kept open at 110 kV level. Hence proposed 220 kV and existing 110 kV system will remain separate. Further, 110 kV source from proposed 220 kV will be available and can be taken into service in case of any contingency on 110 kV system.

The Estimated cost of the scheme is **₹ 400 Cr.** The scheduled year of commissioning of said scheme is **FY 2026-27.**

The GCC opined that although the above scheme cost is above the threshold limit, the scheme consists of the creation of a voltage level in an existing TPC-T substation and is thus recommended by MTC to be implemented through the RTM route by TPC-T following the relevant provisions of MYT 2024 regulations and selection criteria guidelines issued by STU.
In view of the fulfil present & future load demand and enhance system reliability, with due deliberations, GCC ratified the scheme.

Item No.18:

Installation of outdoor 110 kV GIS at Salsette RSS

CE- STU placed before the GCC a proposal for the "Installation of outdoor 110 kV GIS at Salsette RSS".
CE- STU submitted necessity of the scheme:

(a) Existing 110 kV AIS Bus Sec-II & Bus Sec-IV outage constraints due to 110 kV Central Railway feeders Isolator is not rated for breaking charging current.
(b) 110 kV Transfer breaker facility for load changeover in not available for 110 kV Bus Zone-II (i.e 110 kV Bus-IV & 110kV Bus-V)
(c) Presently 110 kV Central railway-1 & 2 feeders is not having 110 kV breaker at source end (110 kV AIS)
(d) Existing 110 kV outdoor GIB's for 110 kV Central Railways-1 & 2 is not having bus couple facility. During outage of one of the 110kV central Railway feeder, bus coupler at railway end is being closed. This leads high circulating current due to parallel operation of 110 kV Salsette AIS & 110 kV Central railways AIS.
(e) Existing 110kV bus extension for addition of proposed 110 kV, 40 MVAR capacitor bank is not possible to space constraints.

CE- STU explained brief scope of work, for scheme:

- ✓ Installation & commissioning of 110kV 08 no's of GIS bays
- ✓ 110 kV 02 bays for Tie bays from AIS to GIS
- ✓ 110 kV 02 bays for Tie bays from Central Railway feeders.
- ✓ 110 kV 01 bays for ICT-3 & 01 bay for 30 MVA DT-4.
- ✓ Installation and commissioning of 110 kV Protection & Automation system.

CE- STU mentioned that this scheme is Non-DPR scheme. The Estimated cost of the scheme is **₹ 22 Cr.** The scheduled commissioning year for the cited scheme is **FY 2025-26.**

The GCC opined that the present configuration faces reliability issues as the transfer breaker facility is not available in Zone II and no CB is available for CR feeders 1 & 2 at the source end. The proposed scheme will provide resolution to the same and enhance reliability. Further, the scheme is also essential for the bay provision of the proposed capacitor bank. Thus, with due deliberations, GCC ratified the scheme.

Item No.19:

Installation of 110 kV 40 MVAR Capacitor bank at Salsette RSS

CE- STU placed before the GCC a proposal for the "Installation of 110 kV 40 MVAR Capacitor bank at Salsette RSS".
CE- STU submitted that As per CEA Transmission planning criteria voltage band for 110 kV system is 123 kV to 99 kV . At TPC-T Salsette RSS, Low voltage is observed on 110kV side. The low voltage complaint for peak hours (9:00 Hrs. to 11:00 Hrs. and 15 Hrs. to 16 Hrs.) is being raised by EHV consumers. To address the voltage complaints of EHV consumers, TPC-T proposed to install 110kV 40 MVAR capacitor bank at Salsette RSS.

CE- STU highlighted scope of works for scheme, as follows:

- Installation & commissioning of 110kV 40 MVAR capacitor bank
- 110 kV GIS bay for capacitor bank

CE- STU mentioned that this scheme is Non-DPR scheme. The Estimated cost of the scheme is **₹ 2 Cr.** The scheduled commissioning year for the cited scheme is **FY 2025-26.**

In order to provide adequate reactive compensation and resolve the low voltage problem, with due deliberations, GCC ratified the scheme for inclusion in STU plan.

Item No.20:

Upgradation of existing OPGW by 96 core OPGW for 110 kV Parel-Mankhurd and 110 kV Waghivali-Chembur line

CE- STU placed before the GCC a proposal for "Upgradation of existing OPGW by 96 core OPGW for 110 kV Parel-Mankhurd and 110 kV Waghivali-Chembur line".

CE- STU explained that Existing 110 kV Parel-Mankhurd lines OPGW is more than 20 years old. Lines is having 24 Core OPGW. 4 nos core used for line protection relays; 6 no's cores are damaged due to ageing & 14 nos core leased to telecommunication vendor. 110 kV Waghivali-Chembur line is not having OPGW. Only guard wire is present on this line. TPC-T is in discussion with other telecommunication vendors for fiber lease agreement. Addition of 96 Core OPGW on these lines will

facilitate data center & telecommunication vendors to utilize the fiber for their use. In view of effective utilization transmission assets, it is proposed to upgrade existing 24 core OPGW of 110 kV Parel-Mankhurd to 96 core & new 96 core OPGW on 110kV Waghivali-Chembur line.With this revenue will be @ 5 Cr which will reduce TPC-T ARR.

CE- STU highlighted brief scope of work as follows:

- Installation & Commissioning of 96 Core OPGW

CE- STU informed that STU is in the process of preparing Communication plan for Maharashtra State, in line with STU Transmission plan which would require inputs from all transmission licensees and shall cater to the long term requirement of Transmission licensees and SLDC.

This scheme is Non-DPR. The Estimated cost of the scheme is **₹ 15 Cr.** The scheduled commissioning of the cited scheme is in **FY 2025-26.**

Committee members raised issue of seemingly high cost comparing it with MSETCL's rate and therefor directed STU to verify the same. As proposed by TPC-T, the up-gradation of OPGW is as per the system requirements, and after detailed deliberation and discussion, the committee has taken note and with due deliberations, GCC ratified the scheme subject to above validation.

Item No.21:

220/33 kV, 1X 125 MVA Power Transformer installation at Mahalaxmi RSS to meet discom load demand

CE- STU placed before the GCC a proposal for the 220/33 kV, 1X 125 MVA Power Transformer installation at Mahalaxmi RSS to meet discom load demand.

CE- STU submitted necessity of work as below:

- At Mahalaxmi RSS, 33 kV bus transformation capacity is 275MVA (2X75MVA & 1X125MVA)
- Existing 33 kV peak Load is @ 160 MVA against firm capacity @ 150 MVA i.e. 106 %
- TPC-D has a load requirement of @ 50 MVA (5 feeders) & BEST has requested load demand of 40 MVA (04 feeders)
- With TPC-D & BEST load demand of 90 MVA, Additional 110/33kV 125 MVA Power Transformer is being proposed.

CE- STU explained brief scope of work, as below:

- Installation & commissioning of 110/33 kV 125 MVA Power Transformer
- 110 kV & 33kV GIS bay for Power Transformer
- Protection & Automation system for Power Transformer.

CE- STU submitted that this Scheme come under Non-DPR category. The estimated cost of scheme is **₹ 23 Crore**. The scheduled commissioning of the cited scheme is in **FY 20227-28.**

In order to meet the present & future load requirement, N-1 compliance, and to enhance system reliability, with due deliberations, GCC ratified the scheme for inclusion in STU plan.

Item No.22:

Augmentation of existing 110/33 kV 90 MVA Power Transformers to 110/33 kV 125 MVA Power Transformers at Versova RSS

CE- STU placed before the GCC a proposal for the "Augmentation of existing 110/33 kV 90 MVA Power Transformers to 110/33 kV 125 MVA Power Transformers at Versova RSS".
CE- STU submitted that at Versova RSS, 33 kV bus transformation capacity is 180 MVA (2X90MVA). Existing 33 kV peak Load is @ 97 MVA against firm capacity @ 90 MVA i.e. 107 %. TPC-D has a load requirement of @ 20 MVA (3 feeders) for upcoming discom load. With TPC-D load demand, the peak load at Versova RSS will be 117 MVA. Hence to cater existing & future load demand, Augmentation of exsising 2X90 MVA Power Transformers to 2X125 MVA Power Transformer is being proposed by TPC-T.
CE- STU explained brief scope of work for scheme:

- Augmentation existing 110 kV /33 kV, 2X90 MVA Power Transformers with 110 / 33 kV, 2X125 MVA Transformer at Versova RSS.
- Installation & commissioning of 33 kV incomers rated for 125 MVA Power Transformer.

The CE, STU opined that 110 kV / 33 kV, 02 X 90 MVA Power Transformers should be utilized in the system. Therefore, TPC-T shall finalize utilization plan for 110 kV / 33 kV, 02 X 90 MVA Power Transformers after augmentation with 110 / 33 kV, 02 X 125 MVA Transformer.
The CE_STU submitted that TPC-T shall finalize the utilization plan for 110 kV / 33 kV, 02 X 90 MVA Power Transformers after augmentation with 110 / 33 kV, 02 X 125 MVA Transformers.

Estimated cost of scheme is **₹ 40 Crore**. The scheduled commissioning of the cited scheme is in **FY 2026-27.**

In order to meet the present & future load requirement, N-1 compliance, and to enhance system reliability with due deliberations, GCC ratified the scheme for inclusion in STU plan.

Item No.23:

220/33 kV GIS EHV S/s at Malad (E)

CE- STU placed before the GCC a proposal for "220/33 kV GIS EHV S/s at Malad (E)".

CE- STU stated that Between Aarey upto Borivali, over 15 kms, there is no Transmission infrastructure available. Distribution licensee draws long distance 33kV feeders from Aarey, Goregaon, Borivali substation to feed consumer demand in/around Malad (East) – Goregaon (East) area. Existing AEML 220kV Aarey EHV Sub-Station peak load near to its firm capacity, located far away from load points, has been approaching towards its firm capacity.

The CE-STU submitted brief scope of work, as follows:
Substation Scope:

- 220kV GIS EHV Station at Malad (2 x 125 MVA Capacity).

Cable Connectivity.

- LILO of existing 220kV AEML Aarey – TPC Borivali Line at Loc No. VAB-50 using 220kV underground cable system.
- Associated Civil works

CE- STU submitted that scheme was discussed during 5 Yr Plan STU Meeting (dtd 25.05.2021). Further, STU Committee Site visit also done.

CE- STU highlighted that AEML-D submitted letters to C.E. STU w.r.t. projected load requirement of Malad/Goregaon-East area and requirement of 220kV Malad EHV Station. Further, AEML-T submitted letter to STU requesting necessary arrangements of Transmission infrastructure to cater upcoming load (over 291 MVA) in Malad / Goregaon East area

CE- STU added that proposed MSETCL Goregaon Film city EHV S/s work is still not initiated, although the scheme was planned long back. Therefore, AEML-T has submitted proposal for 220/33 kV GIS EHV S/s at Malad (E).
The Estimated cost of the scheme is **₹ 441.78 Crore**. The scheduled commissioning of the cited scheme is in **FY 2025-26.**

GCC opined that the earlier planned Goregaon film city EHV S/S was intended to serve the load requirements of MSEDCL, AEML-D, and TPC-D in the area, and therefore, in view of its cancellation on account of ROW issues, the proposed scheme of 220/33 kV GIS EHV S/S at Malad (E) should also be considering the demand requirements of all three discoms. Further, the cost of the above scheme is above the threshold limit, but the same is already a part of AEML-T's existing license & therefore the scheme is recommended by MTC to be implemented through the RTM route by AEML-T following the relevant provisions of MYT 2024 regulations and selection criteria guidelines issued by STU.

In view of the requirement to fulfill present & future Mumbai demand and enhance system reliability, with due deliberations, GCC ratified the scheme.

Item No.24:

Formulation of methodology for availability and acquisition of 15 min time block- wise POA data required for determination of adjusted base TCR as per directives from Hon'ble Commission.

The CE-STU placed before the GCC for "Formulation of methodology for availability and acquisition of 15 min time block- wise POA data required for determination of adjusted base TCR as per directives from Hon'ble Commission".

The CE-STU submitted that Hon'ble APTEL has set aside the order passed by the MERC to the extent of calculation of base TCR for the Appellant (MSEDCL) and remanded the matter to the MERC directing it to calculate the base TCR afresh for control period under consideration. In compliance to the above judgment, Hon'ble MERC vide letter dated:06.08.2024 directed STU for implementation of the same. As per the Hon'ble APTEL Order, re-computation the Base TCR for the entire control Period from FY 2020-21 to FY 2024-25 for all Transmission System Users is required.

The CE-STU submitted that following efforts were taken by STU to implement the MERC directives:

(a) STU conducted a meeting on dtd 14.08.2024 with MSEDCL, TPC-D AEML-D & MSLDC to discuss the implementation of Hon'ble APTEL Judgement dated 05th July 2024 in Appeal N0,95 of 2024.
(b) SLDC informed that, the demand of POA consumers is embedded in the DSM module data of respective distribution license. Therefore, it is difficult to provide the segregated demand of PoA consumers from the demand of concerned distribution licensee.
(c) 2023-24- injected unit's data converted into MW.
(d) For re-computation of the Base TCR for sharing of the TTSC for the past control period the POA data from AEML-D and TPC-D is also required. As it will affect the TTSC sharing of all TSUs.

The CE-STU highlighted that as per Hon'ble APTEL Order in Case No. 95 of 2024 and directive from Hon'ble MERC, STU filed the petition before Hon'ble MERC for determination of InSTS tariff for the 5th control period and recomputed the Base TCR for 4th control period (From 2020-21 to FY 2023-24) and requested Hon'ble MERC to provide the directives for the adjustment of the total payable/receivable based on the recomputed Base TCR for 4th control period (From 2020-21 to FY 2023-24).

The CE-STU added that with availability of demand of Partial Open Access Consumers of MSEDCL for the duration of FY 2020-21 to FY 2023-24, STU has carried out re-computation of the Base TCR for the 4th control Period based on APTEL Order in Case no 95 of 2024.
STU requested Hon'ble MERC to set proper guidelines and suitable mechanism, to be issued to Transmission System Users for sharing the 15 min time block metering data of POA to STU for accurate computation of Adjusted TCR from FY 2025-26 onwards.

The CE-STU submitted that through Order in Case No. 208 of 2024, The Hon'ble MERC has approved the re-computation carried out by STU of the Base TCR for the 4th control Period with available POA demand data of MSEDCL for the duration of FY 2020-21 to FY 2023-24.

Further, the Hon'ble MERC has approved the InSTS tariff for the 5th control period considering the POA demand data submitted by MSEDCL only.

The Hon'ble MERC noted that MSEDCL provided the required 15-minute block-wise POA data for the FY 2020-21 to 2023-24, but AEML-D and TPC-D were unable to provide the data due to issues with MSEDCL's non-submission of generation data for their POA consumers.
The sharing of transmission charges by MSEDCL was calculated on Adjusted Base TCR and for AEML-D and TPC-D respectively on Base TCR.

ED MSLDC stated that, a similar data sharing arrangement has already been discussed in detail with all stakeholders during multiple Distribution Open Access (DOA) committee meetings in respect to Generation Credit Note (GCN) issue. Based on these discussions, a procedure for data

sharing has been finalized and agreed upon by all, distribution licensees; and suggested to formulate a methodology on similar lines for acquisition of 15 minutes time block wise POA data. The GCC directed STU to prepare a draft Methodology taking into consideration the above suggestion, share it with all stakeholders for their comments / suggestions and finalize the draft methodology taking in to consideration valid suggestions. The final draft methodology to be presented by STU in next GCC meeting for discussion and finalization.

Annexure A

List of participants for 13th GCC meeting held on 22.04.2025

Sr no	Name of member	Designation	Committee position
1	Shri Satish Chavan	Director (Operations), MSETCL	Chairperson
2	Shri Shashank Jewalikar	Executive Director (MSLDC)	Member Convener
3	Shri Sandip Patil	Chief Engineer (PP), MSEDCL attended on behalf of Director (Commercial) MSEDCL	Member
4	Shri Mahendra Walke	Chief Engineer (O&M), MSETCL, Mumbai	Member
5	Shri. Anil Kathoye	CE (Works), MSPGCL	Member
6	Shri P. D. Lone	S.E. Commercial, WRPC	Member
7	Shri Manoj Pise	General Manager, MEDA	Member
	Special Invitees		
8	Shri Peeyush Sharma	Chief Engineer, STU	---
9	Shri Girish Pantoji	Chief Engineer (I/C), MSLDC	---