

**National Load Despatch Centre
Total Transfer Capability for January 2015**

Issue Date: 28/09/2014

Issue Time: 1730 hrs

Revision No. 0

Corridor	Date	Time Period (hrs)	Total Transfer Capability (TTC)	Reliability Margin	Available Transfer Capability (ATC)	Long Term Access (LTA)/ Medium Term Open Access (MTOA) #	Margin Available for Short Term Open Access (STOA)	Changes in TTC w.r.t. Last Revision	Comments	
NR-WR *	1st January 2015 to 31st January 2015	00-24	2500	500	2000	706	1294			
WR-NR	1st January 2015 to 31st January 2015	00-17	4700	500	4200	4380	0			
		23-24								
		17-23	4700		4200		0			
NR-ER*	1st January 2015 to 31st January 2015	00-06	2000	200	1800	293	1507			
		06-17'			1800	358	1442			
		17-18'	2000		1800	358	1442			
		18-23			1800	293	1507			
		23-24	2000		1800	293	1507			
		ER-NR	1st January 2015 to 31st January 2015		00-17	3400	300			3100
23-24	669									
17-23	669									
W3-ER ^s	1st January 2015 to 31st January 2015	00-24	1800	300	1500	697	803			
ER-W3	1st January 2015 to 31st January 2015	00-24	1000	300	700	874	0			
WR-SR	1st January 2015 to 31st January 2015	00-24	2100	750	1350	1350	0			
SR-WR *	1st January 2015 to 31st January 2015	00-24	No limit is being Specified.							
ER-SR	1st January 2015 to 31st January 2015	00-06	2650	0	2650	2585	65			
		18-24					2650			0
		06-18'								
SR-ER *	1st January 2015 to 31st January 2015	00-24	No limit is being Specified.							
ER-NER	1st January 2015 to 31st January 2015	00-17	720	50	670	210	460			
		23-24								650
		17-23								
NER-ER	1st January 2015 to 31st January 2015	00-17	540	30	510	0	510			
		23-24								590
		17-23								

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S1-S2	1st January 2015 to 5th January 2015	00-24	2605	300	2305	2890	0		
	6th January 2015 to 31st January 2015	00-24	2605	300	2305	2890	0		
Import of Punjab	1st January 2015 to 31st January 2015	00-24	5700	300	5400	3790	1610		
Import TTC for DD & DNH	1st January 2015 to 31st January 2015	00-24	1200	0	1200	LTA and MTOA as per ex-pp schedule			
W3 zone Injection	1st January 2015 to 31st January 2015	00-17	9000	200	8800	7057	1743		
		23-24					2243		
		17-23	9500		9300				

* Fifty Percent (50 %) Counter flow benefit on account of LTA/MTOA transactions in the reverse direction would be considered for advanced transactions (Bilateral & First Come First Serve).

\$ As per Simulations, predominant direction of flow is on West to North Corridor. Hence, in case injection point is in Western Region (W1,W2,W3), STOA/PX transactions from West to North on West-East-North corridor shall not be allowed as such transaction increases congestion in the West to North Corridor.

- 1) ER-SR TTC declared at Talcher Interconnector and Gazuwaka HVDC B/B seam
- 2) S1 comprises of AP and Karnataka; S2 comprises of Tamil Nadu, Kerala and Pondicherry
- 3) W3 comprises of the following regional entities :
 - a) Chattisgarh Sell transaction, b) Jindal Power Limited (JPL) Stage-I & Stage-II, c) Jindal Steel and Power Limited (JSPL), d) ACBL, e) LANCO Amarkantak
 - f) BALCO, g) Sterlite (#1,3,4), h) NSPCL, i) Korba, j) Sipat, k) KSK Mahanadi, L)DB Power, m) KWPCCL, n)Vandana Vidyut

The figure is based on LTA/MTOA approved by CTU and Allocation figures as per RPCs RTA/REA. In actual Operation, due to Units being on Maintenance/ Fuel shortage/New units being commissioned the LTA/MTOA utilized would vary. RLDC/NLDC would factor this situation on day-ahead basis. In the eventuality that net schedules exceed ATC, real time curtailments might be effected by RLDCs/NLDC.

In case of TTC Revision due to any shutdown :

- 1) The TTC value will be revised to normal values after restoration of shutdown.
- 2) The TTC value will be revised to normal values if the shutdown is not being availed in real time.

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Limiting Constraints

Corridor	Constraint
NR-WR	(n-1) contingency of 400kV Zerda-Bhinmal and (n-1) contingency of 220kV Badod-Modak.
WR-NR	High Loading of 400kV Singrauli-Anpara & High loading of 765 kV Agra-Gwalior (1250 MW SPS setting on each circuit of 765 kV Gwalior-Agra) and Loop flows on 400kV Kankroli-Zerda and 400kV Bhinmal-Zerda (power flowing from WR to NR on 765kV Gwalior-Agra D/C and from NR to WR on 400kV Kankroli-Zerda and 400kV Bhinmal-Zerda).
NR-ER	(n-1) contingency of 400 kV Saranath-Pusauli
ER-NR	High loading of 765 kV Agra-Gwalior (1250 MW SPS setting on each circuit of 765 kV Gwalior-Agra) due to transit flows on ER-WR-NR corridor.
W3-ER	i. (n-1) Contingency of 400 kV MPL-Maithon S/C ii. (n-1) contingency of 400kV Sterlite-Rourkela S/C
ER-W3	(n-1) contingency of 400kV Raigarh-Jharsuguda-Rourkela
WR-SR & ER-SR	1. (n-1) contingency of one circuit of 400kV Parli(PG)-Sholapur(PG) 2. ER-SR TTC has been declared assuming more than 1100 MW generation at Talcher Stage-2. In case Talcher Stage-2 generation goes below 1100 MW, then the ER-SR TTC would be revised downward as constraints within ER would emerge.
ER-NER	n-1 contingencies of 400KV Kahalgaon-Banka S/C and 400 kV Farraka-Malda S/C
NER-ER	(n-1) contingency of 400/220 kV, 2x315 MVA ICTs at Misa results in high loading of other 400/220 kV, 315 MVA ICT at Misa
S1-S2	(n-1) contingency of one circuit of 400 kV Kolar-Hosur
Import of DD & DNH	(n-1) contingency of 400/220KV 315MVA ICT at VAPI
Import of Punjab	(n-1) contingency of ICT at Dhuri and (n-1) contingency of 220kV Moga(PG)-Moga(PSTCL)
W3 zone Injection	(n-1) contingency of 400 kV Raipur-Bhadrawati D/C section and High loading of 400kV Raipur-Wardha (850 MW SPS setting on each circuit of 400kV Raipur-Wardha)

*Primary constraints

Simultaneous Import Capability

Corridor	Date	Time Period (hrs)	Total Transfer Capability (TTC)	Reliability Margin	Available Transfer Capability (ATC)	Long Term Access (LTA)/ Medium Term Open Access (MTOA)	Margin Available for Short Term Open Access (STOA)	Changes in TTC w.r.t. Last Revision	Comments
ER									
NR	1st January 2015 to 31st January 2015	00-17 23-24	8300	800	7500	6811	689		
		17-23	8300		7500		689		
NER	1st January 2015 to 31st January 2015	00-17 23-24	720	50	670	210	460		
		17-23	650		600		390		
WR									
SR	1st January 2015 to 31st January 2015	00-06 18-24	4750	750	4000	3935	65		
		06-18'	4750		4000		0		

Simultaneous Export Capability

Corridor	Date	Time Period (hrs)	Total Transfer Capability (TTC)	Reliability Margin	Available Transfer Capability (ATC)	Long Term Access (LTA)/ Medium Term Open Access (MTOA)	Margin Available for Short Term Open Access (STOA)	Changes in TTC w.r.t. Last Revision	Comments
NR*	1st January 2015 to 31st January 2015	00-06	4500	700	3800	999	2801		
		06-17'			3800	1064	2736		
		17-18'	4500		3800	1064	2736		
		18-23			3800	999	2801		
		23-24			3800	999	2801		
NER	1st January 2015 to 31st January 2015	00-17 23-24	540	30	510	0	510		
		17-23	590	40	550		550		
WR									
SR *	1st January 2015 to 31st January 2015	00-24	No limit is being Specified.						

* Fifty Percent (50 %) Counter flow benefit on account of LTA/MTOA transactions in the reverse direction would be considered for advanced transactions (Bilateral & First Come First Serve).

Limiting Constraints

NR	Import	High loading of 765 kV Agra-Gwalior (1250 MW SPS setting on each circuit of 765 kV Gwalior-Agra) due to transit flows on ER-WR-NR corridor. High loading of 765 kV Agra-Gwalior (1250 MW SPS setting on each circuit of 765 kV Gwalior-Agra) and high loop flows on 400kV Kankroli-Zerda and 400kV Bhinmal-Zerda (power flowing from WR to NR on 765kV Gwalior-Agra D/C and from NR to WR on 400kV Kankroli-Zerda and 400kV Bhinmal-Zerda).
	Export	(n-1) contingency of 400kV Zerda-Bhinmal and (n-1) contingency of 220kV Badod-Modak. (n-1) contingency of 400 kV Saranath-Pusauali
NER	Import	(n-1) contingency of 400 kV Balipara – Bongaigaon leading to thermal loading of 220kV BTPS-Agia S/C
	Export	(n-1) contingency of 400/220 kV, 2x315 MVA ICTs at Misa
SR	Import	1. (n-1) contingency of one circuit of 400kV Parli(PG)-Sholapur(PG) 2. ER-SR TTC has been declared assuming more than 1100 MW generation at Talcher Stage-2. In case Talcher Stage-2 generation goes below 1100 MW, then the ER-SR TTC would be revised downward as constraints within ER would emerge.

*Primary constraints

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Revision No	Date of Revision	Period of Revision	Reason for Revision	Corridor Affected
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