

National Load Despatch Centre
Total Transfer Capability for September 2017

Issue Date: 22nd September 2017

Issue Time: 1730 hrs

Revision No. 12_Rev1

| 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 September 2017 to 30th September 2017 | 00-06 | 2500 | 500 | 2000 | 55 | 1945 | | |
| | | 06-18 | | | | 65 | 1935 | | |
| | | 18-24 | | | | 55 | 1945 | | |
| WR-NR* | 1st September 2017 to 5th September 2017 | 00-24 | 9050 | 500 | 8550 | 8330 | 220 | | |
| | 6th September 2017 to 8th | 00-830 | 9050 | 500 | 8550 | 8330 | 220 | | |
| | | 0830-24 | 7550 | 500 | 7050 | 8330 | 0 | | |
| | 9th September 2017 | 00-0630 | 9050 | 500 | 8550 | 8330 | 220 | | |
| | | 0630-18 | 7700 | 500 | 7200 | 8330 | 0 | | |
| | | 18-24 | 9050 | 500 | 8550 | 8330 | 220 | | |
| | 10th September 2017 to 13th September 2017 | 00-24 | 9050 | 500 | 8550 | 8330 | 220 | | |
| | 14th September 2017 | 00-0730 | 9050 | 500 | 8550 | 8330 | 220 | | |
| | | 730-24 | 7950 | 500 | 7450 | 8330 | 0 | | |
| | 15th September 2017 | 00-24 | 9050 | 500 | 8550 | 8330 | 220 | | |
| | 16th September 2017 | 00-0730 | 9050 | 500 | 8550 | 8330 | 220 | | |
| | | 0730-24 | 9050 | 500 | 8550 | 8330 | 220 | | |
| | 17th September 2017 to 22nd September 2017 | 00-24 | 9050 | 500 | 8550 | 8330 | 220 | | |
| | 23rd September 2017 | 00-630 | 9050 | 500 | 8550 | 8330 | 220 | | |
| | | 0630-12 | 7900 | 500 | 7400 | 8330 | 0 | -1150 | Revised due to Emergency shutdown of 765kV Gwalior-Phagi-II |
| 12-24' | | 9050 | 500 | 8550 | 8330 | 220 | | | |
| 24th September 2017 to 30th September 2017 | 00-24 | 9050 | 500 | 8550 | 8330 | 220 | | | |
| NR-ER* | 1st September 2017 to 30th September 2017 | 00-06 | 2000 | 200 | 1800 | 193 | 1607 | | |
| | | 06-18' | 2000 | | 1800 | 303 | 1497 | | |
| | | 18-24 | 2000 | | 1800 | 193 | 1607 | | |
| ER-NR* | 1st September 2017 to 30th September 2017 | 00-24 | 4500 | 300 | 4200 | 2983 | 1217 | | |
| W3-ER | 1st September 2017 to 30th September 2017 | 00-24 | No limit is being specified. | | | | | | |
| ER-W3 | 1st September 2017 to 30th September 2017 | 00-24 | No limit is being specified. | | | | | | |

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| 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 |
|--|--|-------------------|---|--------------------|-------------------------------------|--|--|-------------------------------------|----------|
| WR-SR | 1st September 2017 to 20th September 2017 | 00-05 | 4350 | 500 | 3850 | 3483 | 367 | | |
| | | 05-22 | 4350 | | 3850 | | 367 | | |
| | | 22-24 | 4350 | | 3850 | | 367 | | |
| | 21st September 2017 to 22nd September 2017 | 00-05 | 4700 | 500 | 4200 | 3483 | 717 | | |
| | | 05-22 | 4700 | | 4200 | | 717 | | |
| | | 22-24 | 4700 | | 4200 | | 717 | | |
| | 23rd September 2017 | 00-730 | 4700 | 500 | 4200 | 3483 | 717 | | |
| | | 0730-22 | 4700 | | 4200 | | 717 | | |
| | | 22-24 | 4700 | | 4200 | | 717 | | |
| | 24th September 2017 | 00-05 | 4700 | 500 | 4200 | 3483 | 717 | | |
| | | 05-22 | 4700 | | 4200 | | 717 | | |
| | | 22-24 | 4700 | | 4200 | | 717 | | |
| | 25th September 2017 | 00-0730 | 4700 | 500 | 4200 | 3483 | 717 | | |
| | | 0730-22 | 4500 | | 4000 | | 517 | -200 | |
| | | 22-24 | 4500 | | 4000 | | 517 | -200 | |
| 26th September 2017 | 00-05 | 4500 | 500 | 4000 | 3483 | 517 | -200 | | |
| | 05-22 | 4500 | | 4000 | | 517 | -200 | | |
| | 22-24 | 4500 | | 4000 | | 517 | -200 | | |
| 27th September 2017 to 30th September 2017 | 00-05 | 4700 | 500 | 4200 | 3483 | 717 | | | |
| | 05-22 | 4700 | | 4200 | | 717 | | | |
| | 22-24 | 4700 | | 4200 | | 717 | | | |
| SR-WR * | 1st September 2017 to 30th September 2017 | 00-24 | No limit is being Specified. | | | | | | |
| ER-SR | 1st September 2017 to 11th September 2017 | 00-06 | 3450 | 250 | 3200 | 3053 | 147 | | |
| | | 06-18' | | | | 3138 | 62 | | |
| | | 18-24 | | | | 3053 | 147 | | |
| ER-SR | 12th September 2017 to 20th September 2017 | 00-06 | 3450 | 250 | 3200 | 2610 | 590 | | |
| | | 06-18' | | | | 2695 | 505 | | |
| | | 18-24 | | | | 2610 | 590 | | |
| | 21st September 2017 to 30th September 2017 | 00-06 | 3750 | 250 | 3500 | 2610 | 890 | | |
| 06-18 | 2695 | 805 | | | | | | | |
| 18-24 | 2610 | 890 | | | | | | | |
| SR-ER * | 1st September 2017 to 30th September 2017 | 00-24 | No limit is being Specified. | | | | | | |
| ER-NER | 1st September 2017 to 7th September 2017 | 00-17 | 1400 | 45 | 1355 | 225 | 1130 | | |
| | | 17-23 | 1400 | | 1355 | | 1130 | | |
| | | 23-24 | 1400 | | 1355 | | 1130 | | |
| | 8th September 2017 to 30th September 2017 | 00-17 | 1170 | 45 | 1125 | 225 | 900 | | |
| | | 17-23 | 1190 | | 1145 | | 920 | | |
| | | 23-24 | 1170 | | 1125 | | 900 | | |
| NER-ER | 1st September 2017 to 30th September 2017 | 00-17 | 1300 | 45 | 1255 | 0 | 1255 | | |
| | | 17-23 | 1170 | | 1125 | | 1125 | | |
| | | 23-24 | 1300 | | 1255 | | 1255 | | |
| W3 zone Injection | 1st September 2017 to 30th September 2017 | 00-24 | No limit is being specified (In case of any constraints appearing in the system, W3 zone export would be revised accordingly) | | | | | | |

Note: TTC/ATC of S1-(S2&S3) corridor, Import of S3(Kerala), Import of Punjab and Import of DD & DNH is uploaded on NLDC website under Intra-

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| 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 |
|----------|------|-------------------|---------------------------------|--------------------|-------------------------------------|--|--|-------------------------------------|----------|
|----------|------|-------------------|---------------------------------|--------------------|-------------------------------------|--|--|-------------------------------------|----------|

* 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).

1) S1 comprises of Telangana, AP and Karnataka; S2 comprises of Tamil Nadu and Puducherry; S3 comprises Kerala

2) 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 o)RKM, p)GMR Raikheda, q)Ind Barath and any other regional entity generator in Chhattisgarh

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.

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 September 2017 to 5th September 2017 | 00-05 | 12900 | 800 | 12100 | 11313 | 787 | | |
| | | 05-08 | 12900 | | 12100 | | 787 | | |
| | | 08-18 | 12900 | | 12100 | | 787 | | |
| | | 18-23 | 11300 | | 10500 | | 0 | | |
| | | 23-24 | 12900 | | 12100 | | 787 | | |
| | 6th September 2017 to 07th September 2017 | 00-05 | 12900 | 800 | 12100 | 11313 | 787 | | |
| | | 05-0830 | 12900 | | 12100 | | 787 | | |
| | | 0830-18 | 10800 | | 10000 | | 0 | | |
| | | 18-23 | 9450 | | 8650 | | 0 | | |
| | | 23-24 | 10800 | | 10000 | | 0 | | |
| | 08th September 2017 | 00-05 | 12900 | 800 | 12100 | 11313 | 787 | | |
| | | 05-0830 | 12900 | | 12100 | | 787 | | |
| | | 0830-18 | 10800 | | 10000 | | 0 | | |
| | | 18-23 | 9700 | | 8900 | | 0 | | |
| | | 23-24 | 10800 | | 10000 | | 0 | | |
| | 09th September 2017 | 00-0630 | 12900 | 800 | 12100 | 11313 | 787 | | |
| | | 0630-08 | 11000 | | 10200 | | 0 | | |
| | | 08-18 | 11000 | | 10200 | | 0 | | |
| | | 18-23 | 11600 | | 10800 | | 0 | | |
| | | 23-24 | 12900 | | 12100 | | 787 | | |
| | 10th September 2017 to 13th September 2017 | 00-05 | 12900 | 800 | 12100 | 11313 | 787 | | |
| | | 05-08 | 12900 | | 12100 | | 787 | | |
| | | 08-18 | 12900 | | 12100 | | 787 | | |
| | | 18-23 | 11600 | | 10800 | | 0 | | |
| | | 23-24 | 12900 | | 12100 | | 787 | | |
| | 14th September 2017 | 00-05 | 12900 | 800 | 12100 | 11313 | 787 | | |
| | | 05-0730 | 12900 | | 12100 | | 787 | | |
| | | 0730-18 | 11350 | | 10550 | | 0 | | |
| | | 18-23 | 10200 | | 9400 | | 0 | | |
| | | 23-24 | 11350 | | 10550 | | 0 | | |
| | 15th September 2017 | 00-05 | 12900 | 800 | 12100 | 11313 | 787 | | |
| | | 05-08 | 12900 | | 12100 | | 787 | | |
| | | 08-18 | 12900 | | 12100 | | 787 | | |
| | | 18-23 | 11600 | | 10800 | | 0 | | |
| | | 23-24 | 12900 | | 12100 | | 787 | | |
| | 16th September 2017 | 00-05 | 12900 | 800 | 12100 | 11313 | 787 | | |
| | | 05-0730 | 12900 | | 12100 | | 787 | | |
| | | 0730-18 | 12900 | | 12100 | | 787 | | |
| | | 18-23 | 11600 | | 10800 | | 0 | | |
| | | 23-24 | 12900 | | 12100 | | 787 | | |
| 17th September 2017 to 22nd September 2017 | 00-05 | 12900 | 800 | 12100 | 11313 | 787 | | | |
| | 05-08 | 12900 | | 12100 | | 787 | | | |
| | 08-18 | 12900 | | 12100 | | 787 | | | |
| | 18-23 | 11600 | | 10800 | | 0 | | | |
| | 23-24 | 12900 | | 12100 | | 787 | | | |

| | | | | | | | | | |
|--|--|---------|-------|------|-------|-------|--|---|-------|
| NR | 23rd September 2017 | 00-0630 | 12900 | 800 | 12100 | 11313 | 787 | Revised due to Emergency shutdown of 765kV Gwalior-Phagi-II | |
| | | 0630-08 | 11300 | | 10500 | | 0 | | -1600 |
| | | 08-12 | 11300 | | 10500 | | 0 | | -1600 |
| | | 12-18 | 12900 | | 12100 | | 12100 | | |
| | | 18-23 | 11600 | | 10800 | | 0 | | |
| | | 23-24 | 12900 | | 12100 | | 787 | | |
| | 24th September 2017 to 30th September 2017 | 00-05 | 12900 | 800 | 12100 | 11313 | 787 | | |
| | | 05-08 | 12900 | | 12100 | | 787 | | |
| | | 08-18 | 12900 | | 12100 | | 787 | | |
| | | 18-23 | 11600 | | 10800 | | 0 | | |
| 23-24 | | 12900 | 12100 | | 787 | | | | |
| NER | 1st September 2017 to 7th September 2017 | 00-17 | 1400 | 45 | 1355 | 225 | 1130 | | |
| | | 17-23 | 1400 | | 1355 | | 1130 | | |
| | | 23-24 | 1400 | | 1355 | | 1130 | | |
| | 8th September 2017 to 30th September 2017 | 00-17 | 1170 | 45 | 1125 | 225 | 900 | | |
| | | 17-23 | 1190 | | 1145 | | 920 | | |
| | | 23-24 | 1170 | | 1125 | | 900 | | |
| WR | | | | | | | | | |
| | | | | | | | | | |
| SR | 1st September 2017 to 11th September 2017 | 00-05 | 7800 | 750 | 7050 | 6536 | 514 | | |
| | | 05-06 | 7800 | | 7050 | 6536 | 514 | | |
| | | 06-18 | 7800 | | 7050 | 6621 | 429 | | |
| | | 18-22 | 7800 | | 7050 | 6536 | 514 | | |
| | | 22-24 | 7800 | | 7050 | 6536 | 514 | | |
| | 12th September 2017 to 20th September 2017 | 00-05 | 7800 | 750 | 7050 | 6093 | 957 | | |
| | | 05-06 | 7800 | | 7050 | 6093 | 957 | | |
| | | 06-18 | 7800 | | 7050 | 6178 | 872 | | |
| | | 18-22 | 7800 | | 7050 | 6093 | 957 | | |
| | | 22-24 | 7800 | | 7050 | 6093 | 957 | | |
| | 21st September 2017 to 22nd September 2017 | 00-05 | 8450 | 750 | 7700 | 6093 | 1607 | | |
| | | 05-06 | 8450 | | 7700 | 6093 | 1607 | | |
| | | 06-18 | 8450 | | 7700 | 6178 | 1522 | | |
| | | 18-22 | 8450 | | 7700 | 6093 | 1607 | | |
| | | 22-24 | 8450 | | 7700 | 6093 | 1607 | | |
| | 23rd September 2017 | 00-05 | 8450 | 750 | 7700 | 6093 | 1607 | | |
| | | 05-06 | 8450 | | 7700 | 6093 | 1607 | | |
| | | 06-18 | 8450 | | 7700 | 6178 | 1522 | | |
| | | 18-22 | 8450 | | 7700 | 6093 | 1607 | | |
| | | 22-24 | 8450 | | 7700 | 6093 | 1607 | | |
| | 24th September 2017 | 00-05 | 8450 | 750 | 7700 | 6093 | 1607 | | |
| | | 05-06 | 8450 | | 7700 | 6093 | 1607 | | |
| | | 06-18 | 8450 | | 7700 | 6178 | 1522 | | |
| | | 18-22 | 8450 | | 7700 | 6093 | 1607 | | |
| | | 22-24 | 8450 | | 7700 | 6093 | 1607 | | |
| | 25th September 2017 | 00-05 | 8450 | 750 | 7700 | 6093 | 1607 | | |
| | | 05-06 | 8450 | | 7700 | 6093 | 1607 | | |
| | | 06-0730 | 8450 | | 7700 | 6178 | 1522 | Revised due to shutdown of 765kV Aurangabad-Sholapur-I | |
| | | 0730-18 | 8250 | | 7500 | 6178 | 1322 | | |
| | | 18-22 | 8250 | | 7500 | 6093 | 1407 | | |
| 22-24 | 8250 | 7500 | 6093 | 1407 | -200 | | | | |
| 26th September 2017 | 00-05 | 8250 | 750 | 7500 | 6093 | 1407 | | | |
| | 05-06 | 8250 | | 7500 | 6093 | 1407 | | | |
| | 06-18 | 8250 | | 7500 | 6178 | 1322 | Revised due to shutdown of 765kV Aurangabad-Sholapur-I | | |
| | 18-22 | 8250 | | 7500 | 6093 | 1407 | | | |
| | 22-24 | 8250 | | 7500 | 6093 | 1407 | | | |
| 27th September 2017 to 30th September 2017 | 00-05 | 8450 | 750 | 7700 | 6093 | 1607 | | | |
| | 05-06 | 8450 | | 7700 | 6093 | 1607 | | | |
| | 06-18 | 8450 | | 7700 | 6178 | 1522 | | | |
| | 18-22 | 8450 | | 7700 | 6093 | 1607 | | | |
| | 22-24 | 8450 | | 7700 | 6093 | 1607 | | | |

* 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).

* For approving STOA Bilateral transactions, margin available in Simultaneous Import of NR would be apportioned on WR-NR Corridor & ER-NR Corridor in the following ratio:

Margin in Simultaneous import of NR = A

WR-NR ATC = B

ER-NR ATC = C

Margin for WR-NR applicants = $A * B / (B + C)$

Margin for ER-NR Applicants = $A * C / (B + C)$

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 September 2017 to 30th September 2017 | 00-06 | 4500 | 700 | 3800 | 248 | 3552 | | |
| | | 06-18' | | | 3800 | 368 | 3432 | | |
| | | 18-24 | | | 3800 | 248 | 3552 | | |
| NER | 1st September 2017 to 30th September 2017 | 00-17 | 1300 | 45 | 1255 | 0 | 1255 | | |
| | | 17-23 | 1170 | | 1125 | | | | |
| | | 23-24 | 1300 | | 1255 | | | | |
| WR | | | | | | | | | |
| | | | | | | | | | |
| SR * | 1st September 2017 to 30th September 2017 | 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 (Corridor wise)

| Corridor | Constraint | Applicable Revisions |
|-------------------|---|----------------------|
| NR-WR | (n-1) contingency of 400kV Zerda-Bhinmal and (n-1) contingency of 220kV Badod-Modak | All |
| WR-NR | (n-1) Contingency of 765kV Gwalior-Agra one ckt leads to 2750 MW loading on second circuit. High Loading of 400kV Singrauli-Anpara S/C. | Rev-1-5.7-10 |
| | (n-1) Contingency of HVDC Champa-Kurukshetra Pole-1 leads to 2750 MW loading on second circuit. | Rev-6 |
| NR-ER | (n-1) contingency of 400 kV Saranath-Pusauli | All |
| ER-NR | (n-1) contingencies of N.Ranchi - Chandawa S/c & (n-1) contingencies of 400kV MPL- Maithon S/c and high availability of Hydro power | All |
| WR-SR & ER-SR | (n-1) contingency of 400 kV Dichipalli-Ramagundam or (n-1) contingency of one circuit of 765kV Aurangabad-Sholapur will lead to 874 MW loading on 400kV Vemagiri(PG)-Gazuwaka (With Opening of 400kV Vemagiri(PG)-Nunna S/C) | 1 to 10 |
| | a. (n-1) contingency of 400 kV Vemagiri - Vijaywada S/C will lead to high loading (874 MW) on 400 kV Vemagiri - Gazuwaka S/C b. N-1 contingency of 765/400 kV 2x1500 MVA Maheswaram (PG) ICTs results in high loading of other ICT | 11-12' |
| | Low voltage at Gazuwaka (East) bus | All |
| ER-NER | (n-1) contingency of 400/220 kV, 2x315 MVA ICTs at Misa High loading of 220 kV Sonabil-Samaguri line(200 MW) | All |
| 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 | All |
| W3 zone Injection | --- | All |

Limiting Constraints (Simultaneous)

| | | | Applicable Revisions |
|-----|--------|---|----------------------|
| NR | Import | (n-1) contingencies of N.Ranchi - Chandawa S/c & (n-1) contingencies of 400kV MPL- Maithon S/C and high availability of Hydro power | All |
| | | (n-1) Contingency of 765kV Gwalior-Agra one ckt leads to 2750 MW loading on second circuit. High Loading of 400kV Singrauli-Anpara S/C. | Rev-1-5,7-10 |
| | | (n-1) Contingency of HVDC Champa-Kurukshetra Pole-1 leads to 2750 MW loading on second circuit | Rev-6 |
| | Export | (n-1) contingency of 400kV Zerda-Bhinmal and (n-1) contingency of 220kV Badod-Modak. | All |
| | | (n-1) contingency of 400 kV Saranath-Pusauli | All |
| NER | Import | (n-1) contingency of 400/220 kV, 2x315 MVA ICTs at Misa High loading of 220 kV Sonabil-Samaguri line(200 MW) | All |
| | Export | (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 | All |
| SR | Import | (n-1) contingency of 400 kV Dichipalli-Ramagundam or (n-1) contingency of one circuit of 765kV Aurangabad-Sholapur will lead to 874 MW loading on 400kV Vemagiri(PG)-Gazuwaka (With Opening of 400kV Vemagiri(PG)-Nunna S/C) | 1 to 10 |
| | | a. (n-1) contingency of 400 kV Vemagiri - Vijaywada S/C will lead to high loading (874 MW) on 400 kV Vemagiri - Gazuwaka S/C b. N-1 contingency of 765/400 kV 2x1500 MVA Maheswaram (PG) ICTs results in high loading of other ICT | 11-12' |
| | | Low Voltage at Gazuwaka (East) Bus | All |

National Load Despatch Centre
Total Transfer Capability for September 2017

| Revision No | Date of Revision | Period of Revision | Reason for Revision | Corridor Affected |
|-------------|---------------------|--|--|------------------------------|
| 1 | 28th July 2017 | Whole Month | Revised STOA margins due to change in LTA / MTOA figures approved by CTU | WR-NR / Import of NR |
| 2 | 31st July 2017 | Whole Month | Revised STOA margins due to change in LTA / MTOA figures approved by CTU | WR-NR / Import of NR |
| 3 | 22nd August 2017 | 01st September 2017 to 07th September 2017 | Revised due to restriction on power flow from NER-NR on HVDC BNC-Agra due to maintenance activity in gas pipeline to Palatana units and generation restriction, and Change in pattern of simultaneous import towards NR | Import of NR |
| 4 | 1st September 2017 | 01st September 2017 to 07th September 2017 | Revised considering present load generation scenario in NER, outage of units of Palatana CCGT due to maintenance of fuel-supply link, and high hydro generation in Sikkim/Bhutan | ER-NER/Import of NER |
| 5 | 5th September 2017 | 6th September 2017 to 08th September 2017 | Revised due to shutdown of HVDC Champa-Kurukshetra Pole-1 for Commissioning of Pole-2 | WR-NR / Import of NR |
| 6 | 08th September 2017 | 09th September 2017 | Revised due to shutdown of 765kV Agra-Gwalior-1 and 2(One by one) | WR-NR / Import of NR |
| 7 | 11th September 2017 | 12th September 2017 to 30th September 2017 | Revised STOA margin due to planned outage of Talcher StgII U#3 | ER-SR / Import of SR |
| 8 | 12th September 2017 | 14th September 2017 | Revised due to shutdown of 765kV Phagi-Gwalior-1 | WR-NR / Import of NR |
| 9 | 15th September 2017 | 16th September 2017 | Revised due shutdown of 765kV Phagi-Bhiwani-1 | WR-NR / Import of NR |
| 10 | 15th September 2017 | 16th September 2017 | Revised due to deferred shutdown of 765kV Phagi-Bhiwani-1 line in view of grid security. | WR-NR / Import of NR |
| 11 | 20th September 2017 | 21st September 2017 to 30th September 2017 | Revised considering commissioning and commercial operation of 765 kV Nizamabad - Maheswaram D/C, 765/400 kV 2x1500 MVA ICTs at Maheswaram, 400 kV Maheswaram(PG) - Maheswaram D/C, 400/220 kV 1x500 MVA ICTs at Maheswaram, 400 kV Maheswaram(PG) - Kurnool S/C and 400 kV Maheswaram - Ghanapur S/C (LILO of 400 kV Ghanapur - Kurnool S/C) | ER-SR / WR-SR / Import of SR |
| 12 | 22nd September 2017 | 23rd September 2017 to 24th September 2017 | Revised due to shutdown of 765kV Aurangabad-Sholapur-II | WR-SR / Import of SR |
| | | 25th September 2017 to 26th September 2017 | Revised due to shutdown of 765kV Aurangabad-Sholapur-I | |
| | | 23rd September 2017 | Revised due to Emergency shutdown of 765kV Gwalior-Phagi-II | WR-NR / Import of NR |
| 12_Rev1 | 22nd September 2017 | 23rd September 2017 to 24th September 2017 | Non availing of shutdown of 765kV Aurangabad-Sholapur-II due to heavy rain nearby Aurangabad. | WR-SR / Import of SR |

| ASSUMPTIONS IN BASECASE | | | | | |
|-------------------------|----------------------------|----------------|--------------------|----------------------|---------------|
| | | | | Month : September'17 | |
| S.No. | Name of State/Area | Load | | Generation | |
| | | Peak Load (MW) | Off Peak Load (MW) | Peak (MW) | Off Peak (MW) |
| I | NORTHERN REGION | | | | |
| 1 | Punjab | 9538 | 8003 | 3576 | 3524 |
| 2 | Haryana | 8123 | 6864 | 2062 | 2062 |
| 3 | Rajasthan | 9628 | 9037 | 4586 | 4602 |
| 4 | Delhi | 4955 | 4467 | 853 | 853 |
| 5 | Uttar Pradesh | 15515 | 15586 | 9854 | 9900 |
| 6 | Uttarakhand | 1915 | 1547 | 1079 | 982 |
| 7 | Himachal Pradesh | 1263 | 982 | 896 | 1013 |
| 8 | Jammu & Kashmir | 2427 | 1304 | 1037 | 1037 |
| 9 | Chandigarh | 317 | 210 | 0 | 0 |
| 10 | ISGS/IPPs | 27 | 27 | 23942 | 23972 |
| | Total NR | 53708 | 48027 | 47884 | 47944 |
| II | EASTERN REGION | | | | |
| 1 | Bihar | 4100 | 2319 | 202 | 178 |
| 2 | Jharkhand | 1354 | 888 | 187 | 187 |
| 3 | Damodar Valley Corporation | 3190 | 2586 | 4808 | 3850 |
| 4 | Orissa | 4346 | 3151 | 3382 | 2160 |
| 5 | West Bengal | 8640 | 5784 | 5753 | 4270 |
| 6 | Sikkim | 90 | 89 | 0 | 0 |
| 7 | Bhutan | 215 | 212 | 1434 | 1434 |
| 8 | ISGS/IPPs | 522 | 521 | 13101 | 10221 |
| | Total ER | 22457 | 15550 | 28867 | 22300 |
| III | WESTERN REGION | | | | |
| 1 | Maharashtra | 19685 | 11540 | 14102 | 8860 |
| 2 | Gujarat | 14398 | 11862 | 10214 | 9443 |
| 3 | Madhya Pradesh | 8164 | 7055 | 4500 | 4500 |
| 4 | Chattisgarh | 3785 | 3422 | 2710 | 2710 |
| 5 | Daman and Diu | 328 | 289 | 0 | 0 |
| 6 | Dadra and Nagar Haveli | 696 | 716 | 0 | 0 |
| 7 | Goa-WR | 577 | 302 | 0 | 0 |
| 8 | ISGS/IPPs | 3299 | 4098 | 26212 | 36388 |
| | Total WR | 50933 | 39284 | 57738 | 61902 |

| | | | | | |
|----|----------------------|--------|--------|--------|--------|
| IV | SOUTHERN REGION | | | | |
| 1 | Andhra Pradesh | 8442 | 7063 | 7236 | 5165 |
| 2 | Telangana | 9068 | 6607 | 5618 | 3638 |
| 3 | Karnataka | 8668 | 7785 | 5803 | 3989 |
| 4 | Tamil Nadu | 14129 | 11794 | 7641 | 6011 |
| 5 | Kerala | 3647 | 2024 | 1572 | 283 |
| 6 | Pondy | 393 | 385 | 0 | 0 |
| 7 | Goa-SR | 89 | 88 | 0 | 0 |
| 8 | ISGS/IPPs | 0 | 0 | 11434 | 11359 |
| | Total SR | 44436 | 35745 | 39304 | 30445 |
| V | NORTH-EASTERN REGION | | | | |
| 1 | Arunachal Pradesh | 142 | 88 | 0 | 0 |
| 2 | Assam | 1141 | 1056 | 230 | 190 |
| 3 | Manipur | 158 | 85 | 0 | 0 |
| 4 | Meghalaya | 242 | 149 | 276 | 167 |
| 5 | Mizoram | 95 | 68 | 8 | 8 |
| 6 | Nagaland | 123 | 82 | 22 | 16 |
| 7 | Tripura | 287 | 190 | 81 | 82 |
| 8 | ISGS/IPPs | 100 | 60 | 1488 | 1514 |
| | Total NER | 2288 | 1779 | 2105 | 1977 |
| | Total All India | 173823 | 140385 | 175898 | 164568 |