

**CENTRAL ELECTRICITY REGULATORY COMMISSION  
NEW DELHI**

**Petition No. 205/GT/2020**  
**Petition No. 577/GT/2020**  
**Petition No. 571/GT/2020**  
**Petition No. 568/GT/2020**  
**Petition No. 565/GT/2020**  
**Petition No. 567/GT/2020**  
**Petition No. 570/GT/2020**  
**Petition No. 573/GT/2020**  
**Petition No. 569/GT/2020**  
**Petition No. 564/GT/2020**  
**Petition No. 574/GT/2020**

**Coram:**

**Shri I.S Jha, Member**  
**Shri Arun Goyal, Member**  
**Shri Pravas Kumar Singh, Member**

**Date of Order: 20<sup>th</sup> January, 2024**

**In the matter of:**

Corrigendum to Order dated 30.11.2022 in Petition No. 205/GT/2020.

**And**

**In the matter of**

Petition for truing up of annual fixed charges for the period 2014-19 and for determination of tariff for the period 2019-24 in respect of Unit-4 of Mejia Thermal Power Station (210 MW).

**And**

**In the matter of**

Damodar Valley Corporation,  
DVC Towers, VIP Road  
Kolkata

**...Petitioner**

**Vs**

1. West Bengal State Electricity Distribution Company Limited  
Block 'DJ' Sector-11, Salt Lake City  
Kolkata – 700 091

2. Jharkhand Bijli Vitran Nigam Limited  
Engineering Building, HEC, Dhurwa,  
Ranchi- 834 004

**...Respondents**

**In the matter of:**

Corrigendum to Order dated 17.2.2023 in Petition No. 577/GT/2020.

**And**

**In the matter of**

Petition for truing up of annual fixed charges for the period 2014-19 and for determination of tariff for the 2019-24 period in respect of Mejia Thermal Power Station, Unit I to III (630 MW)

**And**

**In the matter of**

Damodar Valley Corporation,  
DVC Towers, VIP Road, Kolkata-700054

**.... Petitioner**

Vs

1. West Bengal State Electricity Distribution Company Limited,  
Block 'DJ' Sector-11, Salt Lake City, Kolkata – 700 091.
2. Jharkhand Bijli Vitran Nigam Limited,  
Engineering Building, HEC, Dhurwa, Ranchi- 834 004.
3. Damodar Valley Power Consumers Association,  
9, A J C Bose Road, 4<sup>th</sup> Floor, Kolkata – 700017.

**...Respondents**

**In the matter of:**

Corrigendum to Order dated 14.03.2023 in Petition No. 571/GT/2020.

**And**

**In the matter of**

Petition for truing up of annual fixed charges for the 2014-19 tariff period and for determination of tariff for the 2019-24 period in respect of Mejia Thermal Power Station, Unit 5 & 6 (2 x 250 MW)

**And**

**In the matter of**

Damodar Valley Corporation  
DVC Towers, VIP Road  
Kolkata

**...Petitioner**

**Vs**

1. BSES-Rajdhani Power Ltd.,  
PMG Office, 2nd Floor, B-Block,  
BSES Bhawan, Nehru Place,  
Delhi- 110 019
2. BSES-Yamuna Power Ltd.,  
Shakti Kiran Building, Karkardooma,  
Delhi- 110072
3. Tata Power Delhi Distribution Ltd.,  
(erstwhile North Delhi Power Ltd.)  
Grid Substation Building, Hudson Lines,  
Kingsway Camp, New Delhi- 110 009
4. Madhya Pradesh Power Management Co. Ltd.  
Shakti Bhavan, Vidyut Nagar,  
Jabalpur – 482008
5. West Bengal State Electricity Distribution Company Limited  
Block 'DJ' Sector-11, Salt Lake City,  
Kolkata-700 091
6. Jharkhand Bijli Vitran Nigam Limited  
Engineering Building, HEC, Dhurwa,  
Ranchi- 834 004
7. Damodar Valley Power Consumers Association  
9, Acharya Jagadish Chandra Bose Road,  
Kolkata-700017

**...Respondents**

**In the matter of:**

Corrigendum to Order dated 27.04.2023 in Petition No. 568/GT/2020.

**And**

**In the matter of**

Petition for truing up of annual fixed charges for the 2014-19 tariff period and for determination of tariff for the 2019-24 period in respect of Mejia Thermal Power Station, Unit 7 & 8 (2 x 500 MW)

**And**

**In the matter of**

Damodar Valley Corporation,  
DVC Towers, VIP Road  
Kolkata

**...Petitioner**

**Vs**

1. BSES-Rajdhani Power Ltd.,  
PMG Office, 2nd Floor, B-Block,  
BSES Bhawan, Nehru Place,  
Delhi- 110 019
2. BSES-Yamuna Power Ltd.,  
Shakti Kiran Building, Karkardooma,  
Delhi- 110072
3. Tata Power Delhi Distribution Ltd.,  
(erstwhile North Delhi Power Ltd.)  
Grid Substation Building, Hudson Lines,  
Kingsway Camp, New Delhi- 110 009
4. Haryana Power Generation Corporation Ltd  
Shakti Bhawan, Sector – 6,  
Panchkula – 134109
5. Kerala State Electricity Board  
8th Floor, Vydyuthi Bhawan,  
Trivananthapuram – 695004
6. Bangalore Electricity Supply Company  
K.R. Circle,  
Bangalore-506001
7. Hubli Electricity Supply Company  
Navanagar, PB Road, Hubli - 580025,  
Karnataka
8. Gulbarga Electricity Supply Corporation  
Station Road, Gulbarga - 585102,  
Karnataka
9. Mangalore Electricity Supply Company Paradigm Plaza,  
AB Shetty Circle, Mangalore-575001

10. Chamundeshwari Electricity Supply Corporation  
927, L J Avenue, GF, New Kantharaj Urs Road,  
Saraswatipuram, Mysore-570009

11. Tata Steel Ltd.  
PGP Works, General Office (W-175)  
Jamshedpur – 831001

...Respondents

12. Damodar Valley Power Consumers Association  
9, Acharya Jagadish Chandra Bose Road, Kolkata-700017

...Objector

**In the matter of:**

Corrigendum to Order dated 27.04.2023 in Petition No. 565/GT/2020.

**And**

**In the matter of**

Petition for truing up tariff for the period 2014-19 in respect of Chandrapura Thermal Power Station, Unit Nos. I to III (390 MW) and for determination of tariff for the period 2019-24 in respect of Chandrapura Thermal Power Station, Unit No. III (130 MW)

**And**

**In the matter of**

Damodar Valley Corporation,  
DVC Towers, VIP Road,  
Kolkata-700054

...Petitioner

Vs

1. West Bengal State Electricity Distribution Company Limited  
Block 'DJ' Sector-11, Salt Lake City, Kolkata – 700 091

2. Jharkhand Bijli Vitran Nigam Limited  
Engineering Building, HEC, Dhurwa, Ranchi- 834 004

...Respondents

3. Damodar Valley Power Consumers Association,  
9, A J C Bose Road, 4th Floor, Kolkata – 700017

....Objector

**In the matter of:**

Corrigendum to Order dated 19.05.2023 in Petition No. 567/GT/2020.

**And**

**In the matter of**

Petition for truing up of annual fixed charges for the 2014-19 tariff period and for determination of tariff for the 2019-24 period in respect of Durgapur Thermal Power Station Unit III (140 MW) and Unit IV (210 MW).

**And**

**In the matter of**

Damodar Valley Corporation (DVC),  
DVC Towers, VIP Road  
Kolkata

**...Petitioner**

**Vs**

1. West Bengal State Electricity Distribution Company Limited  
Block 'DJ' Sector-11, Salt Lake City  
Kolkata – 700 091

2. Jharkhand Bijli Vitran Nigam Limited  
Engineering Building, HEC, Dhurwa,  
Ranchi- 834 004

**...Respondents**

3. Damodar Valley Power Consumers Association,  
9, A J C Bose Road, 4th Floor, Kolkata – 700017

**....Objector**

**In the matter of:**

Corrigendum to Order dated 16.06.2023 in Petition No. 570/GT/2020.

**And**

**In the matter of**

Petition for truing up of annual fixed charges for 2014-19 tariff period and for determination of tariff for the 2019-24 tariff period in respect of Unit - 7 & 8 of Chandrapura Thermal Power Station (2x250 MW).

**And**

**In the matter of**

Damodar Valley Corporation  
DVC Towers, VIP Road, Kolkata

**...Petitioner**

**Vs**

1. BSES Rajdhani Power Ltd.  
PMG Office, 2<sup>nd</sup> Floor, B-Block,

BSES Bhawan, Nehru Place,  
New Delhi - 110019

2. BSES Yamuna Power Ltd.  
2<sup>nd</sup> Floor, A Block,  
Shakti Kiran Building,  
Karkardooma, Delhi - 110092
3. Tata Power Delhi Distribution Ltd.,  
1<sup>st</sup> Floor, CENNET SCADA Buidling,  
Near PP-3 Grid, Pitampura,  
New Delhi - 110034
4. Madhya Pradesh Power Management Co. Ltd.,  
(Erstwhile Madhya Pradesh Power Trading Co. Ltd.,  
Shakti Bhawan, Vidyut Nagar,  
Jabalpur – 482008
5. Damodar Valley Power Consumers Association,  
9, A J C Bose Road, 4th Floor, Kolkata – 700017

**...Respondents**

**....Objector**

**In the matter of:**

Corrigendum to Order dated 03.07.2023 in Petition No. 573/GT/2020.

**And**

**In the matter of**

Petition for truing up of annual fixed charges for the 2014-19 tariff period and for determination of tariff for the 2019-24 period in respect of Durgapur Steel Thermal Power Station Unit 1 & 2 (2 x 500 MW).

**And**

**In the matter of**

Damodar Valley Corporation,  
DVC Towers, VIP Road  
Kolkata

**...Petitioner**

**Vs**

1. BSES-Rajdhani Power Ltd.,  
PMG Office, 2nd Floor, B-Block,  
BSES Bhawan, Nehru Place,  
Delhi- 110 019

2. BSES-Yamuna Power Ltd.,  
Shakti Kiran Building, Karkardooma,  
Delhi- 110072
3. Tata Power Delhi Distribution Ltd.,  
(erstwhile North Delhi Power Ltd.)  
Grid Substation Building, Hudson Lines,  
Kingsway Camp, New Delhi- 110 009
4. Punjab State Power Corporation Ltd  
Shed No. TI-A, Patiala - 147001
5. Madhya Pradesh Power Management Co. Ltd.  
Shakti Bhawan, Vidyut Nagar,  
Jabalpur -482008
6. Tata Steel Ltd.  
PGP Works, General Office (W-175)  
Jamshedpur – 831001

**...Respondents**

7. Damodar Valley Power Consumers Association,  
9, A J C Bose Road, 4th Floor, Kolkata – 700017

**...Objector**

**In the matter of:**

Corrigendum to Order dated 10.07.2023 in Petition No. 569/GT/2020.

**And**

**In the matter of**

Petition for truing up of annual fixed charges for the period 2014-19 in respect of Bokaro Thermal Power Station, Unit Nos. 1, 2 & 3 (3 x 210 MW) and for determination of tariff for the period 2019-24 in respect of Bokaro Thermal Power Station, Unit No. 3 (210 MW).

**And**

**In the matter of**

Damodar Valley Corporation,  
DVC Towers, VIP Road  
Kolkata

**...Petitioner**

Vs

1. West Bengal State Electricity Distribution Company Limited,



Block 'DJ' Sector-11, Salt Lake City,  
Kolkata-700 091

2. Jharkhand Bijli Vitran Nigam Limited  
Engineering Building, HEC, Dhurwa,  
Ranchi- 834 004

**...Respondents**

3. Damodar Valley Power Consumers Association,  
9, A J C Bose Road, 4th Floor, Kolkata – 700017

**...Objector**

**In the matter of:**

Corrigendum to Order dated 20.07.2023 in Petition No. 564/GT/2020.

**And**

**In the matter of**

Petition for truing up of tariff for the period 2014-19 and for determination of tariff for the period 2019-24 in respect of Koderma Thermal Power Station Units I & II (1000 MW)

**And**

**In the matter of**

Damodar Valley Corporation (DVC),  
DVC Towers, VIP Road  
Kolkata

**...Petitioner**

**Vs**

1. BSES-Rajdhani Power Ltd.,  
PMG Office, 2nd Floor, B-Block,  
BSES Bhawan, Nehru Place,  
Delhi- 110 019
2. BSES-Yamuna Power Ltd.,  
Shakti Kiran Building, Karkardooma,  
Delhi- 110072
3. Tata Power Delhi Distribution Ltd.,  
(erstwhile North Delhi Power Ltd.)  
Grid Substation Building, Hudson Lines,  
Kingsway Camp, New Delhi- 110 009
4. Haryana Power Generation Corporation Ltd  
Shakti Bhawan, Sector – 6,  
Panchkula – 134109

5. Jharkhand Bijli Vitran Nigam Limited  
Engineering Building, HEC, Dhurwa,  
Ranchi- 834 004
6. Bangalore Electricity Supply Company  
K.R. Circle,  
Bangalore-506001
7. Hubli Electricity Supply Company  
Navanagar, PB Road, Hubli - 580025,  
Karnataka
8. Gulbarga Electricity Supply Corporation  
Station Road, Gulbarga - 585102,  
Karnataka
9. Mangalore Electricity Supply Company Paradigm Plaza,  
AB Shetty Circle, Mangalore-575001
10. Chamundeshwari Electricity Supply Corporation  
927, L J Avenue, GF, New Kantharaj Urs Road,  
Saraswatipuram, Mysore-570009
11. Damodar Valley Power Consumers Association,  
9, A J C Bose Road, 4th Floor, Kolkata – 700017

**...Respondents**

**...Objector**

**In the matter of:**

Corrigendum to Order dated 26.10.2023 in Petition No. 574/GT/2020.

**And**

**In the matter of**

Petition for truing up of annual fixed charges for the 2014-19 tariff period and for determination of tariff for the 2019-24 period in respect of Bokaro A Thermal Power Station Unit-I (500 MW)

**And**

**In the matter of**

Damodar Valley Corporation  
DVC Towers, VIP Road, Kolkata

**...Petitioner**

**Vs**

1. Punjab State Power Corporation Ltd.

Inter State Billing, Shed No. TI-A,  
Patiala-14700

...Respondents

2. Damodar Valley Power Consumers Association,  
9, A J C Bose Road, 4th Floor, Kolkata – 700017

...Objector

### **CORRIGENDUM ORDER**

It is noticed that the Commission in the aforesaid tariff Petitions had tried up the tariff for the period 2014-19 and determined the tariff for the period 2019-24 for various generating stations of the Petitioner, Damodar Valley Corporation. Further, the Commission vide its order dated 27.1.2023 had issued a corrigendum order dated 30.11.2022 in Petition No. 205/GT/2020. However, it is noticed that certain inadvertent errors had crept in the various tariff orders in respect of the applicability of interest thereof, in connection with the recovery of Ash transportation charges allowed during the period 2014-19 and 2019-24. Accordingly, by permitting the recovery of the ash transportation charges, without interest, the inadvertent errors are being corrected in terms of the Regulation 111 read with Regulation 103A of the Central Electricity Regulatory Commission (Conduct of Business) Regulations 1999. Accordingly, the relevant paras in the orders passed by the Commission in the concerned tariff Petitions, are modified as stated below:

#### **Paras 91 and 261 of the Order dated 30.11.2022 in Petition No. 205/GT/2020 is corrected as under:**

“91. Admittedly, the 2014 Tariff Regulations, do not contain any provision for allowing the ash transportation charges. Accordingly, we, in exercise of the regulatory powers, allow the total expenditure of Rs 1212.78 lakh towards fly ash transportation for the generating station of the Petitioner for the period 2014-19, after adjusting the revenue received from the sale of ash of such plants, in six equal monthly instalments, starting from December, 2022, without any interest, keeping in view the interest of the beneficiaries. The petitioner may recover year wise these allowed charges in terms of regulation 8(13) from beneficiaries as per their ex -bus energy scheduled to the ex-

bus energy produced in the respective year. Considering the fact that the reimbursement of the ash transportation expenses is being allowed based on the MOEF&CC notification, these expenses are not made part of the O&M expenses and the consequent annual fixed charges being determined in this order under the 2014 Tariff Regulations. The Petitioner is also directed to utilize the surplus fund of Rs. 1553.18 lakh pertaining to DSTPS, in terms of the MOEF&CC's notification only."

xxxx

"261. The Petitioner has proposed ash transportation charges for the 2019-24 tariff period, based on the ash transportation charges, associated with the generating station for 2018-19 with an annual escalation rate of 4.40% thereof. As noted, the ash transportation charges for the generating station in 2018-19, are based on apportioned audited ash transportation charges of Mejia TPS and the same was allowed in the 2014-19 tariff period. However, the actual expenses will depend on actual generation, quality of coal, quantity of ash utilized locally, quantity of ash transported, type of end user, distance of end user etc and may be in variance with projected claim of the Petitioner. Also, the Petitioner may generate some revenue by sale of ash. In this background, we are inclined to allow only 90% of the projected ash transportation charges claimed, as additional O&M expenses, for the period 2019-24. The Petitioner is permitted to recover the said expenses from 1.4.2019 upto the date of order, in a phased manner, in 6 equal monthly instalments, without any interest, in accordance with the Regulation 10 of the 2019 Tariff Regulations from beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. Thereafter, the recovery of the same, may be effected through monthly bills of beneficiaries as per their ex – bus energy scheduled to the ex-bus energy produced in the respective year. The Petitioner is however, directed to submit all relevant documents in terms of the MoEF&CC notification and the provisions of the 2019 Tariff Regulations, including the year-wise audited statements, detailed justification, the ash available, plant wise income from sale of ash, quantity of ash produced, quantity of ash transported within 100 kms and beyond, revenue received, interest accrued, the statement of ash fund account as on 31.3.2014, 25.1.2016 and 31.3.2019, transportation cost borne by the end consumer, scheduled rate, etc., at the time of truing up of tariff. It is noticed that in the past, the Petitioner has used road transportation (trucks) for transportation of ash. In terms of this, the Petitioner is directed to explore other economic and environmentally friendly alternatives for ash disposal...."

**Paras 153 and 297 of the Order dated 17.02.2023 in Petition No. 577/GT/2020 is modified as under:**

"153. Admittedly, the 2014 Tariff Regulations, do not contain any provision for allowing the ash transportation charges. Accordingly, we, in exercise of the regulatory powers, allow the total expenditure of Rs 5366.89 lakh towards fly ash transportation for the generating station of the Petitioner for the period 2014-19, after adjusting the

revenue received from the sale of ash of such plants, in six equal monthly instalments, starting from March, 2023, without any interest, keeping in view the interest of the beneficiaries. The Petitioner may recover year-wise these allowed charges in terms of Regulation 8(13) from the beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. Considering the fact that the reimbursement of the ash transportation expenses is being allowed based on the MOEF&CC notification, these expenses are not made part of the O&M expenses and the consequent annual fixed charges being determined in this order under the 2014 Tariff Regulations. The Petitioner is also directed to utilize the surplus fund of Rs. 1553.18 lakh pertaining to DSTPS, in terms of the MOEFCC's notification only.”

xxxx

“297. The Petitioner has proposed ash transportation charges for the 2019-24 tariff period, based on the ash transportation charges, associated with the generating station for 2018-19 with an annual escalation rate of 4.40% thereof. As noted, the ash transportation charges for the generating station in 2018-19, are based on apportioned audited ash transportation charges of Mejia TPS and the same was allowed in the 2014-19 tariff period. However, the actual expenses will depend on actual generation, quality of coal, quantity of ash utilized locally, quantity of ash transported, type of end user, distance of end user etc and may be in variance with projected claim of the Petitioner. Also, the Petitioner may generate some revenue by sale of ash. In this background, we are inclined to allow only 90% of the projected ash transportation charges claimed, as additional O&M expenses, for the 2019-24 tariff period. The Petitioner is permitted to recover the said expenses from 1.4.2019 upto the date of the instant order, in six (6) equal monthly instalments commencing from March 2023, without any interest, in accordance with the Regulation 10 of the 2019 Tariff Regulations from the beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. Thereafter, the recovery of the same, may be effected through monthly bills of beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. The Petitioner is however, directed to submit all relevant documents in terms of the MoEF&CC notification and the provisions of the 2019 Tariff Regulations, including the year-wise audited statements, detailed justification, the ash available, plant wise income from sale of ash, quantity of ash produced, quantity of ash transported within 100 kms and beyond, revenue received, interest accrued, the statement of ash fund account as on 31.3.2014, 25.1.2016 and 31.3.2019, transportation cost borne by the end consumer, scheduled rate, etc., at the time of truing up of tariff. It is noticed that in the past, the Petitioner has used road transportation (trucks) for transportation of ash. In terms of this, the Petitioner is directed to explore other economic and environment friendly alternatives for ash disposal such as ash slurry pipeline, wagons instead of road transportation...”

**Paras 98 and 243 of the Order dated 14.3.2023 in Petition No. 571/GT/2020 is modified as under:**

“98. Admittedly, the 2014 Tariff Regulations, do not contain any provision for allowing the ash transportation charges. Accordingly, we, in exercise of the regulatory powers, allow the total expenditure of Rs.5366.89 lakh towards fly ash transportation for the generating station of the Petitioner for the period 2014-19, after adjusting the revenue received from the sale of ash of such plants, in six equal monthly instalments, starting from succeeding month of this order, without any interest, keeping in view the interest of the beneficiaries. The Petitioner may recover year-wise these allowed charges in terms of Regulation 8(13) from beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. Considering the fact that the reimbursement of the ash transportation expenses is being allowed based on the MOEF&CC notification, these expenses are not made part of the O&M expenses and the consequent annual fixed charges being determined in this order under the 2014 Tariff Regulations. The Petitioner is also directed to utilize the surplus fund of Rs.1553.18 lakh pertaining to DSTPS, in terms of the MOEF&CC’s notification only.”

xxx

“243. The Petitioner has proposed ash transportation charges for the period 2019-24, based on the ash transportation charges, associated with the generating station for 2018-19, with an annual escalation rate of 4.40% thereof. As noted, the ash transportation charges for the generating station in 2018-19, are based on apportioned audited ash transportation charges of Mejia TPS, and the same was allowed during the period 2014-19. However, the actual expenses will depend on actual generation, quality of coal, quantity of ash utilized locally, quantity of ash transported, type of end user, distance of end user etc and may be in variance with projected claim of the Petitioner. Also, the Petitioner may generate some revenue by sale of ash. In this background, we are inclined to allow only 90% of the projected ash transportation charges claimed, as additional O&M expenses, for the period 2019-24. The Petitioner is permitted to recover the said expenses from 1.4.2019 upto the date of the instant order, in six (6) equal monthly instalments commencing from March 2023, without any interest, in accordance with the Regulation 10 of the 2019 Tariff Regulations from the beneficiaries as per their ex -bus energy scheduled to the ex-bus energy produced in the respective year. Thereafter, the recovery of the same, may be effected through monthly bills of beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. The Petitioner is however, directed to submit all relevant documents in terms of the MoEF&CC notification, including the year-wise audited statements, detailed justification, the ash available, plant wise income from sale of ash, quantity of ash produced, quantity of ash transported within 100 kms and beyond, revenue received, interest accrued, the statement of ash fund account as on 31.3.2014, 25.1.2016 and 31.3.2019, transportation cost borne by the end consumer, scheduled rate, etc., at the time of truing up of tariff. It is noticed that in the past, the Petitioner has used road transportation (trucks) for transportation of ash. In terms of this, the Petitioner is directed to explore other economic and environmentally friendly alternatives for ash disposal such as ash slurry pipeline, wagons instead of road transportation.....”

**Paras 93 and 251 of the Order dated 27.4.2023 in Petition no. 568/GT/2020 stands modified as under:**

“93. Admittedly, the 2014 Tariff Regulations, do not contain any provision for allowing the ash transportation charges. Accordingly, we, in exercise of the regulatory powers, allow the total expenditure of Rs 11623.75 lakh, towards fly ash transportation charges for the generating station of the Petitioner, for the period 2014-19, after adjusting the revenue received from the sale of ash of such plants, in six equal monthly instalments, starting from the date of this order, without any interest, keeping in view the interest of the beneficiaries. The Petitioner may recover year-wise these allowed charges in terms of Regulation 8(13) from the beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. Considering the fact that the reimbursement of the ash transportation expenses is being allowed based on the MOEF&CC notification and keeping in view the interest of the beneficiaries, these expenses are not made part of the O&M expenses and the consequent annual fixed charges being determined in this order under the 2014 Tariff Regulations.”

XXX

“251. The Petitioner has proposed ash transportation charges for the period 2019-24, based on the ash transportation charges, associated with the generating station for 2018- 19 with an annual escalation rate of 4.40% thereof. As noted, the ash transportation charges for the generating station in 2018-19, are based on apportioned audited ash transportation charges of Mejia TPS and the same was allowed during the period 2014- 19. However, the actual expenses will depend on actual generation, quality of coal, quantity of ash utilized locally, quantity of ash transported, type of end user, distance of end user etc and may be in variance with projected claim of the Petitioner. Also, the Petitioner may generate some revenue by sale of ash. In this background, we are inclined to allow only 90% of the projected ash transportation charges claimed, as additional O&M expenses, for the period 2019-24. The Petitioner is permitted to recover the said expenses from 1.4.2019 up to the date of this order, in 6 (six) equal monthly instalments commencing from the date of this order, without any interest, in accordance with the Regulation 10 of the 2019 Tariff Regulations from the beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. Thereafter, the recovery of the same, may be effected through monthly bills of beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. The Petitioner is however, directed to submit all relevant documents in terms of the MoEF&CC notification and the provisions of the 2019 Tariff Regulations, including the year-wise audited statements, detailed justification, the ash available, plant wise income from sale of ash, quantity of ash produced, quantity of ash transported within 100 kms and beyond, revenue received, interest accrued, the statement of ash fund account as on 31.3.2014, 25.1.2016 and 31.3.2019, transportation cost borne by the end consumer, scheduled rate, etc., at the time of truing up of tariff. It is noticed that in the past, the Petitioner has used road transportation (trucks) for transportation of ash. In terms of this, the Petitioner is directed to explore other economic and environmentally friendly alternatives for ash disposal such as ash slurry pipeline, wagons instead of road transportation....”

**Paras 109 and 234 of the Order dated 27.4.2023 in Petition no. 565/GT/2020 stands modified as under:**

“109. Admittedly, the 2014 Tariff Regulations, do not contain any provision for allowing the ash transportation charges. Accordingly, we, in exercise of the regulatory powers, allow the total expenditure of Rs. 1205.06 lakh, towards fly ash transportation charges for the generating station for the period 2014-19, after adjusting the revenue received from the sale of ash of such plants. Keeping in view the interest of the beneficiaries, we further in exercise of our regulatory power, hereby direct that the recovery of the above amount be made, in six equal interest free monthly instalments, starting from 1st June 2023, without any interest, keeping in view the interest of the beneficiaries. The Petitioner may recover year-wise these allowed charges in terms of Regulation 8(13) from the beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. Considering the fact that the reimbursement of the ash transportation expenses is being allowed based on the MOEF&CC notification, in exercise of the regulatory powers, these expenses are not to be made part of the O&M expenses and the consequent annual fixed charges being determined in this order.”

xxx

“234. The Petitioner has claimed proposed ash transportation charges for the period 2019-24, based on the ash transportation charges, associated with the generating station for 2018-19 with an annual escalation rate of 4.40% thereof. As noted, the ash transportation charges for the generating station in 2018-19, are based on apportioned audited ash transportation charges of Chandrapura TPS and the same was allowed during the period 2014-19. However, the actual expenses will depend on actual generation, quality of coal, quantity of ash utilized locally, quantity of ash transported, type of end user, distance of end user etc and may be in variance with projected claim of the Petitioner. Also, the Petitioner may generate some revenue by sale of ash. In this background, we are inclined to allow only 90% of the projected ash transportation charges claimed, as additional O&M expenses, in 2019-20. Accordingly, the projected Ash evacuation expenses amounting to Rs. 311.17 lakh for 2019-20 is allowed, subject to expenditure being actually incurred, in compliance of the MoEF&CC notifications and MOP guidelines by the Petitioner and in accordance with the applicable provisions of 2019 Tariff Regulations. The Petitioner is permitted to recover these expenses in 6 (six) equal monthly instalments from date of this order, without any interest, in accordance with the Regulation 10 of the 2019 Tariff Regulations from the beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. The Petitioner is however, directed to submit all relevant documents in terms of the MoEF&CC notification and the provisions of the 2019 Tariff Regulations, including the year-wise audited statements, detailed justification, the ash available, plant wise income from sale of ash, quantity of ash produced, quantity of ash transported within 100 kms and beyond, revenue



received, interest accrued, the statement of ash fund account as on 31.3.2014, 25.1.2016 and 31.3.2019, transportation cost borne by the end consumer, scheduled rate, etc., at the time of truing up of tariff. It is noticed that in the past, the Petitioner has used road transportation (trucks) for transportation of ash. In terms of this, the Petitioner is directed to explore other economic and environmentally friendly alternatives for ash disposal such as ash slurry pipeline, wagons instead of road transportation.”

**Paras 93 and 235 of the Order dated 19.5.2023 in Petition no. 567/GT/2020 stands modified as under**

“93. Admittedly, the 2014 Tariff Regulations, do not contain any provision for allowing the ash transportation charges. Accordingly, we, in exercise of the regulatory powers, allow the total expenditure of Rs 999.20 lakh, towards fly ash transportation for the generating station of the Petitioner, for the period 2014-19, after adjusting the revenue received from the sale of ash of such plants, in six equal monthly instalments, starting from succeeding month of this order, without any interest, keeping in view the interest of the beneficiaries. The Petitioner may recover year-wise these allowed charges in terms of Regulation 8(13) from the beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. Considering the fact that the reimbursement of the ash transportation expenses is being allowed based on the MOEF&CC notification, these expenses are not made part of the O&M expenses and the consequent annual fixed charges being determined in this order under the 2014 Tariff Regulations.

xxx

“235. The Petitioner has proposed ash transportation charges for the period 2019-24, based on the ash transportation charges, associated with the generating station for 2014-15, with an annual escalation rate of 6.64% thereof. The Petitioner has submitted that the Ash evacuation expense of the generating station for 2018-19, was 'zero' because no ash evacuation activity took place during that year and therefore, the Ash evacuation expenses for 2017-18 was negative because of reversal of excess provision taken in previous year. It has stated that Unit-III of the generating station, was decommissioned in 2015-16 (on 10.3.2016) and therefore, Ash evacuation expense for 2014-15 (instead of 2018-19) has been taken as base for the purpose of projections, since 2014-15 was the latest year, in which both the units of generating station were operational for the entire year. However, the actual expenses will depend on actual generation, quality of coal, quantity of ash utilized locally, quantity of ash transported, type of end user, distance of end user, etc and may be in variance with projected claim of the Petitioner. Also, the Petitioner may generate some revenue by sale of ash. It is observed that while in 2014-15 both Units with a total installed capacity of 350 MW were operational, during the period 2019-24, only one Unit with an installed capacity of 210 MW is operational. In this background, we are inclined to allow only 90% of the projected ash transportation charges corresponding to the installed capacity of 210 MW only, as additional O&M expenses, for the period 2019-24. The Petitioner is permitted to recover the said expenses from

1.4.2019 upto the date of this order, in six (6) equal monthly instalments commencing from May, 2023, without any interest, in accordance with the Regulation 10 of the 2019 Tariff Regulations from the beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. Thereafter, the recovery of the same, may be effected through monthly bills of beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. The Petitioner is however, directed to submit all relevant documents in terms of the MoEF&CC notification and the provisions of the 2019 Tariff Regulations, including the year-wise audited statements, detailed justification, the ash available, plant wise income from sale of ash, quantity of ash produced, quantity of ash transported within 100 kms and beyond, revenue received, interest accrued, the statement of ash fund account as on 31.3.2014, 25.1.2016 and 31.3.2019, transportation cost borne by the end consumer, scheduled rate, etc., at the time of truing up of tariff. It is noticed that in the past, the Petitioner has used road transportation (trucks) for transportation of ash. In terms of this, the Petitioner is directed to explore other economic and environmentally friendly alternatives for ash disposal such as ash slurry pipeline, wagons instead of road transportation....”

**Paras 96 and 255 of the Order dated 16.06.2023 in Petition no. 570/GT/2020 stands modified as under:**

“96. Admittedly, the 2014 Tariff Regulations, do not contain any provision for allowing the ash transportation charges. Accordingly, we, in exercise of the regulatory powers, allow the total expenditure of Rs. 5932.69 lakh towards fly ash transportation for the generating station of the Petitioner for the period 2014-19, after adjusting the revenue received from the sale of ash of such plants, in six equal monthly instalments, without any interest, starting from the date of this order, keeping in view the interest of the beneficiaries. The Petitioner may recover year-wise these allowed charges in terms of Regulation 8(13) from the beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. Considering the fact that the reimbursement of the ash transportation expenses is being allowed based on the MOEF&CC notification, these expenses are not made part of the O&M expenses and the consequent annual fixed charges being determined in this order under the 2014 Tariff Regulations.”

xxxx

“255. The Petitioner has proposed ash transportation charges for the period 2019-24, based on the ash transportation charges, associated with the generating station for 2018-19, with an annual escalation rate of 4.40% thereof. As noted, the ash transportation charges for the generating station in 2018-19, are based on apportioned audited ash transportation charges of Chandrapura TPS, and the same was allowed during the period 2014-19. However, the actual expenses will depend on actual generation, quality of coal, quantity of ash utilized locally, quantity of ash transported, type of end user, distance of end user etc and may be in variance with projected claim of the Petitioner. Also, the Petitioner may generate some revenue by sale of ash. In this background, we are inclined to allow only 90% of the projected

ash transportation charges claimed, as additional O&M expenses, for the period 2019-24. The Petitioner is permitted to recover the said expenses from 1.4.2019 up to the date of this order, in six (6) equal monthly instalments commencing from the succeeding month of this order, without any interest, in accordance with the Regulation 10 of the 2019 Tariff Regulations from the beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. Thereafter, the recovery of the same, may be effected through monthly bills of beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. The Petitioner is however, directed to submit all relevant documents in terms of the MoEF&CC notification, including the year-wise audited statements, detailed justification, the ash available, plant wise income from sale of ash, quantity of ash produced, quantity of ash transported within 100 kms and beyond, revenue received, interest accrued, the statement of ash fund account as on 31.3.2014, 25.1.2016 and 31.3.2019, transportation cost borne by the end consumer, scheduled rate, etc., at the time of truing up of tariff. It is noticed that in the past, the Petitioner has used road transportation (trucks) for transportation of ash. In terms of this, the Petitioner is directed to explore other economic and environmentally friendly alternatives for ash disposal such as ash slurry pipeline, wagons instead of road transportation...”

**Para 254 of the Order dated 3.7.2023 in Petition no. 573/GT/2020 stands modified as under:**

“254. The Petitioner has proposed ash transportation charges for the period 2019-24, based on the ash transportation charges, associated with the generating station for 2018-19, with an annual escalation rate of 4.40% thereof. As noted, the ash transportation charges for the generating station in 2014-19 were being less than the revenue realized on sale of ash, the ash transportation charges were allowed in the period 2014-19. However, the actual expenses in 2019-24 will depend on actual generation, quality of coal, quantity of ash utilized locally, quantity of ash transported, type of end user, distance of end user etc., and may be in variance with projected claim of the Petitioner and net surplus revenue on account of ash available with petitioner may not be sufficient meet the requirement during the period 2019-24.In this background, we are inclined to allow only 90% of the projected ash transportation charges claimed, as additional O&M expenses, for the period 2019-24. The Petitioner is permitted to recover the said expenses from 1.4.2019 up to the date of this order, in six (6) equal monthly instalments, without interest, commencing from July, 2023, in accordance with the Regulation 10 of the 2019 Tariff Regulations and thereafter, the recovery of the same, may be effected through monthly bills. The Petitioner is however, directed to submit all relevant documents in terms of the MoEF&CC notification and the provisions of the 2019 Tariff Regulations, including the year-wise audited statements, detailed justification, the ash available, plant wise income from sale of ash, quantity of ash produced, quantity of ash transported within 100 kms and beyond, revenue received, interest accrued, the statement of ash fund account as on 31.3.2014, 25.1.2016 and 31.3.2019, transportation cost borne by the end consumer,

scheduled rate, etc., at the time of truing up of tariff. It is noticed that in the past, the Petitioner has used road transportation (trucks) for transportation of ash. In terms of this, the Petitioner is directed to explore other economic and environmentally friendly alternatives for ash disposal such as ash slurry pipeline, wagons instead of road transportation...”

**Para 103 and 236 of the Order dated 10.07.2023 in Petition no. 569/GT/2020 stands modified as under:**

“103. Admittedly, the 2014 Tariff Regulations, do not contain any provision for allowing the ash transportation charges. Accordingly, we, in exercise of the regulatory powers, allow the total expenditure of Rs.2006.59 lakh towards fly ash transportation for the generating station of the Petitioner for the period 2014-19, after adjusting the revenue received from the sale of ash of such plants, in six monthly instalments, starting from the following month from the date of issue of this order, without any interest, keeping in view the interest of the beneficiaries. The Petitioner may recover year-wise these allowed charges in terms of Regulation 8(13) from the beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. Considering the fact that the reimbursement of the ash transportation expenses is being allowed based on the MOEF&CC notification, these expenses are not made part of the O&M expenses and the consequent annual fixed charges being determined in this order under the 2014 Tariff Regulations.”

xxx

“236. The Petitioner has proposed ash transportation charges for the period 2019-24, based on the ash transportation charges, associated with the generating station for 2018-19, with an annual escalation rate of 4.40% thereof. As noted, the ash transportation charges for the generating station in 2018-19, are based on apportioned audited ash transportation charges of the generating station, and the same was allowed during the period 2014-19. However, the actual expenses will depend on actual generation, quality of coal, quantity of ash utilized locally, quantity of ash transported, type of end user, distance of end user etc., and may be in variance with projected claim of the Petitioner. Also, the Petitioner may generate some revenue by sale of ash. In this background, we are inclined to allow only 90% of the projected ash transportation charges claimed, as additional O&M expenses, for the period 2019-24. The Petitioner is permitted to recover the said expenses from 1.4.2019 upto the date of the instant order, in six (6) equal monthly instalments commencing from the succeeding month of this order, without any interest, in accordance with the Regulation 10 of the 2019 Tariff Regulations from the beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. Thereafter, the recovery of the same, may be effected through

monthly bills of beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. The Petitioner is however, directed to submit all relevant documents in terms of the MoEF&CC notification, including the year-wise audited statements, detailed justification, the ash available, plant wise income from sale of ash, quantity of ash produced, quantity of ash transported within 100 kms and beyond, revenue received, interest accrued, the statement of ash fund account as on 31.3.2014, 25.1.2016 and 31.3.2019, transportation cost borne by the end consumer, scheduled rate, etc., at the time of truing up of tariff. It is noticed that in the past, the Petitioner has used road transportation (trucks) for transportation of ash. In terms of this, the Petitioner is directed to explore other economic and environmentally friendly alternatives for ash disposal such as ash slurry pipeline, wagons instead of road transportation....”

**Paras 91 and 235 of the Order dated 20.07.2023 in Petition no. 564/GT/2020 stands modified as under:**

“91. Admittedly, the 2014 Tariff Regulations, do not contain any provision for allowing the ash transportation charges. Accordingly, the Commission, in exercise of the regulatory powers, allows the total expenditure of Rs 1721.15 lakh towards fly ash transportation for the generating station of the Petitioner for the period 2014-19, after adjusting the revenue received from the sale of ash of such plants, in six equal interest free monthly instalments, starting from the succeeding month of this order, keeping in view the interest of the beneficiaries. The Petitioner may recover year-wise these allowed charges in terms of Regulation 8(13) from the beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. Considering the fact that the reimbursement of the ash transportation expenses is being allowed based on the MOEF&CC notification, these expenses are not made part of the O&M expenses and the consequent annual fixed charges being determined in this order under the 2014 Tariff Regulations.”

xxx

“235. The Petitioner has proposed ash transportation charges for the period 2019-24, based on the ash transportation charges, associated with the generating station for 2018-19 with an annual escalation rate of 4.81% thereof. It is noted that the Petitioner has claimed ash transportation charges for the generating station in 2018-19 and the same was allowed in the period 2014-19. However, the actual expenses will depend on actual generation, quality of coal, quantity of ash utilized locally, quantity of ash transported, type of end user, distance of end user etc and may be in variance with projected claim of the Petitioner. Also, the Petitioner may generate some revenue by sale of ash. In this background, we are inclined to allow only 90% of the projected ash transportation charges claimed, as additional O&M expenses, for the period 2019-24. The Petitioner is permitted to recover the said expenses from 1.4.2019 upto the date of this order, in 6 (six) equal monthly instalments commencing from the succeeding month of this order, without any interest, in accordance with the

Regulation 10 of the 2019 Tariff Regulations from the beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. Thereafter, the recovery of the same, may be effected through monthly bills of beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. The Petitioner is however, directed to submit all relevant documents in terms of the MoEF&CC notification and the provisions of the 2019 Tariff Regulations, including the year-wise audited statements, detailed justification, the ash available, plant wise income from sale of ash, quantity of ash produced, quantity of ash transported within 100 kms and beyond, revenue received, interest accrued, the statement of ash fund account as on 31.3.2014, 25.1.2016 and 31.3.2019, transportation cost borne by the end consumer, scheduled rate, etc., at the time of truing up of tariff. It is noticed that in the past, the Petitioner has used road transportation (trucks) for transportation of ash. In terms of this, the Petitioner is directed to explore other economic and environmentally friendly alternatives for ash disposal such as ash slurry pipeline, wagons instead of road transportation...”

**Paras 97 and 236 of the Order dated 26.10.2023 in Petition no. 574/GT/2020 stands modified as under:**

“97. Admittedly, the 2014 Tariff Regulations, do not contain any provision for allowing the Ash transportation charges, incurred by the generator. Accordingly, the Commission, in exercise of the regulatory powers, allows the total expenditure of Rs.1442.82 lakh towards fly ash transportation for the generating station of the Petitioner for the period 2016-19, after adjusting the revenue received from the sale of ash of such plants, in six equal monthly instalments (without interest), starting from the succeeding month from the date of order, keeping in view the interest of the beneficiaries. The Petitioner may recover year-wise these allowed charges in terms of Regulation 8(13) from the beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. Considering the fact that the reimbursement of the ash transportation expenses is being allowed based on the MOEF&CC notification, these expenses are not made part of the O&M expenses and the consequent annual fixed charges being determined in this order under the 2014 Tariff Regulations.”

xxx

“236. The Petitioner has proposed ash transportation charges for the period 2019-24, based on the ash transportation charges, associated with the generating station for 2018-19 with an annual escalation rate of 4.40% thereof. As noted, the ash transportation charges for the generating station in 2018-19, are based on apportioned audited ash transportation charges of BTPS and the same was allowed in the period 2014-19. However, the actual expenses will depend on actual generation, quality of coal, quantity of ash utilized locally, quantity of ash transported, type of end user, distance of end user etc and may be in variance with projected claim of the Petitioner. Also, the Petitioner may generate some revenue by sale of ash. In this background, we are inclined to allow only 90% of the projected ash transportation charges claimed, as additional O&M expenses, for the period 2019-24.

The Petitioner is permitted to recover the said expenses from 1.4.2019 upto the date of this order, in 6 (six) equal monthly instalments, without interest, commencing from the following month of the date of this order in accordance with the Regulation 10 of the 2019 Tariff Regulations from the beneficiaries as per their ex-bus energy scheduled to the ex-bus energy produced in the respective year. Thereafter, the recovery of the same, may be effected through monthly bills of beneficiaries as per their ex – bus energy scheduled to the ex-bus energy produced in the respective year. The Petitioner is however, directed to submit all relevant documents in terms of the MoEF&CC notification and the provisions of the 2019 Tariff Regulations, including the year-wise audited statements, detailed justification, the ash available, plant wise income from sale of ash, quantity of ash produced, quantity of ash transported within 100 kms and beyond, revenue received, interest accrued, the statement of ash fund account as on 31.3.2014, 25.1.2016 and 31.3.2019, transportation cost borne by the end consumer, scheduled rate, etc., at the time of truing up of tariff. It is noticed that in the past, the Petitioner has used road transportation (trucks) for transportation of ash. In terms of this, the Petitioner is directed to explore other economic and environmentally friendly alternatives for ash disposal such as ash slurry pipeline, wagons instead of road transportation....”

2. Except for the above, all other terms contained in the orders dated 30.11.2022, 17.2.2023, 14.3.2023, 27.4.2023, 27.4.2023, 19.5.2023, 16.6.2023, 03.7.2023, 10.7.2023, 20.7.2023 and 26.10.2023 in Petitions Nos. 205/GT/2020, 577/GT/2020, 571/GT/2020, 568/GT/2020, 565/GT/2020, 567/GT/2020, 570/GT/2020, 573/GT/2020, 569/GT/2020, 564/GT/2020 and 574/GT/2020, respectively, and Corrigendum order dated 27.1.2023 in Petition no. 205/GT/2020, shall remain unaltered.

3. Accordingly, the interest amounts recovered till the date of issuance of this order, through six instalments of the Ash transportation charges, if any, shall be returned or adjusted, without any interest, by the Petitioner, in the bills of respective beneficiaries, within one month from the date of issuance of this order.

**Sd/-**  
**(Pravas Kumar Singh)**  
**Member**

**Sd/-**  
**(Arun Goyal)**  
**Member**

**Sd/-**  
**(I.S. Jha)**  
**Member**