



TELANGANA STATE ELECTRICITY REGULATORY COMMISSION
5th Floor, Singareni Bhavan, Red Hills, Hyderabad-500 004

I. A. No. 36 of 2018
in
O. P. No. 21 of 2017
And
I. A. No. 37 of 2018
in
O. P. No. 22 of 2017

Dated: 15.11.2018.

Present Sri. Ismail Ali Khan, Chairman

**IN THE MATTER OF DETERMINATION OF SPECIAL CATEGORY AND TARIFF
FOR ELECTRIC VEHICLE CHARGING STATIONS / BATTERY SWAP IN
TELANGANA STATE**

Between:

Southern Power Distribution Company
Of Telangana Limited, Corporate Office:
6-1-50, Mint Compound, Hyderabad – 500063.

Northern Power Distribution Company
of Telangana Limited, H.No. 2-5-31/2,
Corporate Office, Vidyut Bhavan,
Nakkalagutta, Hanamkonda, Warangal-506001.

.... Applicants / Petitioners.

AND

- Nil -

.... Respondent.

The above applications have come up for hearing in public hearing mode after notice to the public at large on 19.09.2018. The list of the objectors who have submitted written submissions have been shown in the annexure - I to the order and the stakeholders who attended and submitted the oral arguments in the annexure – II. The applications having stood over for consideration to this date the Commission passed the following order.

Introduction.

Southern Power Distribution Company of Telangana Limited (TSSPDCL) and Northern Power Distribution Company of Telangana Limited have filed applications before the Commission seeking determination of tariff for electric vehicle charging stations / battery swap on 28.07.2018 and 31.07.2018 respectively under section 64 of Electricity Act, 2003 (Act, 2003). The applications were admitted by the Commission and assigned interlocutory numbers as mentioned above respectively.

In terms of the provisions of the Section 64(2) of Act, 2003, the Commission has issued a public notice seeking comments / Objections and suggestions from all the stake holders. The notice was hosted on the website of TSERC. Last date for receipt of all the objections / comments / suggestions was 12.09.2018. Consequently the Commission has also conducted a public hearing on 19.09.2018, where the Commission has heard the views expressed by all the stake holders.

After examination of all the objections/comments / suggestions received by the Commission and after hearing all the concerned in the public hearing held on 19.09.2018, the Commission passed the following common.

ORDER

BACKGROUND:

Fuel is one of the main source of man's progression over the civilizations from time immemorial. That fuel as a source has been strength and weakness in the development of livelihood. Transport is one of the most essential and fundamental action dependent on the fuel in the growth of civilization. Humans in their quest for forward movement had started walking for reaching from one place to another. Gradually they depended on animals which would carry them from one place to another. With the discovery of the wheel, the mode of transportation further moved to wheel based transportation like carts, chariots etc. After considerable time, the wheel got mechanized with the invention of machine which would propel the wheel. However, such mechanism needed fuel and for that purpose, discovery was made that hydro carbons commonly known as petrol and diesel would help the process. That is how, the modern transportation came into being.

2. But over a period of time, the usage of hydro carbons and other fossil fuel had resulted in the deterioration of the environment, which in turn damaged the ecology of the planet which we live in. The fossil fuels and hydro carbon over a period of time have been felt to be polluting the environment as also they would not be long last as a basis for energy needs of human beings. Therefore, alternative renewable sources of energy for utilization in various walks of life including transportation have become the need of the hour.

3. The governments all over the world have been making attempts to explore the usage of various renewable sources towards meeting the energy needs of the people. While various renewable sources are being explored, electrical energy, which is one of the sources of transportation is felt to be the appropriate energy to meet the needs of transportation as they are heavily dependent on the hydro carbons, which are hither to a source of polluting the environment. In India the government both at the central and state level have been endeavoring to put in place alternative energy sources for utilization mainly in the transportation sector. Towards this end, policies are under preparation and the stakeholders more particularly persons belonging to distribution of electricity and usage are being linked up in this process. Accordingly, the distribution licensees are required to provide necessary infrastructure both technical and commercial to serve the purpose of providing electric mobility.

4. Globally, there is a paradigm shift from internal combustion engines (ICEs) to electric mobility owing to various factors such as fast depletion of fossil fuels, rapid increase of in energy costs, impact of transportation on the environment, carbon emissions and concerns over climate change. The Commission is closely observing fast changing trends in the government policies in reducing the carbon emissions. In this direction, Government of India has taken several measures in production of the electric vehicles, and also its charging. Government of India launched National Electric Mobility Mission Plan 2020 followed by a scheme known as Faster Adoption and Manufacturing of Electric Vehicles (FAME).

5. In line with the efforts being made by the Government of India, the Government of Telangana has also pronounced a draft policy on Electric Vehicles.

Said policy (10.2.g) has also envisaged creation of a separate category for power tariff for Electric vehicles charging for both public and private.

6. As it is evident that there would be a boost to manufacturing of electric two / three / four and multi wheel vehicles in the near future, it is the need of the hour to gear up to meet the charging demand by the electricity supply industry. It is in this direction the petition filed by the applicants were taken up for consideration.

7. The distribution companies, while filing their Aggregate Revenue Requirements for the FY 2018-19, have sought a new category for electrical Vehicles. Further the applicants have proposed the rate applicable under commercial category in LT and HT based on the voltage of usage, as it would give clarity on tariff applicable for electric vehicles charging stations. The applicants claimed that the activity of usage of power for charging infrastructure / battery swap should be recognized as a commercial activity. Charging infrastructure provider is free to set up infrastructure at any location in the area of the applicants and provide services to the end user / electric vehicles. Accordingly they have proposed the following tariff for charging stations:

Table - I

For Electric vehicles charging stations/Charging infrastructure / Battery swap set up at LT voltage level	Tariff applicable would be as per the LT II category tariff approved by the Commission in the Tariff order for F Y 2017-18
For Electric vehicles charging stations/Charging infrastructure / Battery swap set up at HT voltage level	Tariff applicable would be as per the HT II category tariff approved by the Commission in the Tariff order for F Y 2017-18

8. The Commission opined that the concept of electric vehicle charging stations is at a very nascent stage without any concrete developments and hence, the Commission did not find it prudent to decide on the categorization of the same at that stage. The relevant paragraph at 5.1.5 of order in O. P. No. 21 and 22 of 2017 is extracted below.

“5.1.5 The Commission is of the view that the concept of electric vehicle charging stations is at a very nascent stage without any concrete

developments and hence, the Commission does not find it prudent to decide on the categorisation of the same at this stage.”

The applications now filed by the TSDISCOMs.

9. M/s. Southern Power Distribution Company of Telangana Limited (TSSPDCL) and M/s. Northern Power Distribution Company of Telangana Limited (TSNPDCL) (applicants) have filed applications seeking approval for special category tariff for electric vehicle charging and battery swap.

10. The applicants stated that they had filed their aggregate revenue requirement (ARR) and tariff proposals for retail supply business for FY 2018-19 on 15.12.2017 and 21.12.2017 respectively and the same have been taken on record by the Commission and assigned as O. P. Nos. 21 and 22 of 2017 respectively. The licensees in their tariff filings for FY 2018-19 proposed tariffs for electric vehicle charging stations / battery swap with the tariff applicable as follows:

Table - II

For electric vehicle charging stations / charging infrastructure / battery swap set up at LT voltage level	Tariff applicable would be as per the LT II (Non-domestic / commercial) category tariff LT-II (B) – Energy Charge 0-100 units - Rs. 7.50 / unit 101-300 units - Rs. 8.90 / unit 301-500 units - Rs. 9.40 / unit Fixed charges - Rs. 60 / KW / Month
In addition to the above figures, the TSNPDCL proposed tariff of Rs. 10.00 / unit insofar as units drawn over and above 500.	
For electric vehicle charging stations / charging infrastructure / battery swap set up at HT voltage level	Tariff applicable would be as per the HT II – Others category tariff Energy Charge 11 KV - Rs. 7.80 / unit 33 KV - Rs. 7.00 / unit 132 KV - Rs. 6.80 / unit Demand charges – Rs.390 / KVA /month ToD applicable

11. The applicants stated in this regard that in retail supply tariff order for FY 2018-19 dated 27.03.2018 issued by the Commission it is opined that the concept of electric vehicle charging stations is at a very nascent stage without any concrete developments and hence, the decision on categorization of the same was not prudent at that stage. It is stated that the categorization of electric vehicles is present in various states in view of promoting the electric vehicles charging infrastructure.

12. The applicants stated further, in view of Government of India (GoI) initiatives to encourage sustainable mobility solutions, the Government of Telangana (GoTS) has issued a draft Electric Vehicle (EV) Policy version 2 dated 14.04.2018 as an initiative to encourage electric mobility in the state. The aforementioned draft Policy envisages for a special tariff category for EV charging stations at “Average Cost of Service” with ToD tariff applicable to support an accelerated development of EV charging Stations.

13. The applicants stated further, as per the draft amendment to Tariff Policy, dated 30.05.2018 notified by Ministry of Power (MoP), GoI, the provisions relating to tariff for electric charging vehicles is as follows:

“In order to promote electric mobility and for enhancing energy security, SERCs may lay down appropriate tariff framework for electricity supply from the DISCOM to the charging stations such that:

- a. Tariff shall be less than or equal to the average cost of supply determined based on AT & C loss level of 15% or actual, whichever is lower, and
- b. There shall be single part tariff for this purpose in the initial 3 years.”

In view of the above, it is stated that average cost of the licensees as approved in the tariff order for FY 2018-19 is Rs. 5.91 / unit for TSSPDCL, Rs.6.31 / unit for TSNPDCL and at state level it is Rs.6.04 / unit.

14. The applicants stated that they propose to introduce separate category for electric vehicle charging stations / battery swap with the tariff applicable for FY 2018-19 as shown below.

Table - III

Voltage Level	Proposed Tariff
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HT (i.e. 11 KV and above)	Rs.6.10 / unit with ToD charges applicable (i.e., Time slot of 6 am to 10 am and 6 pm to 10 pm – Rs. 7.10 / unit, Time slot 10 pm to 6 am – Rs. 5.10 / unit - & other time slots – Rs. 6.10 / unit)
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15. Therefore, the petitioners sought the relief in their petitions.

“to approve the proposal of separate category for electric vehicle charging stations / batter swap with the tariff at Rs.6.10 / unit at LT and HT voltage levels with ToD charges applicable to consumers at HT voltage level as specified in the table shown above.”

STAKEHOLDERS CONSULTATION:

16. The Commission had the benefit of consultation both written and oral submissions made by the stakeholders. In response to the public notice issued by the Commission inviting comments, suggestions and objections, the Commission has received submissions from five of the stakeholders in time and one of the stakeholders, who made submission on the day of hearing and they are discussed below:

Waiver of Fixed charges:

17. The stakeholders submitted that considering the fact that EV adoption is at a nascent stage in India, primarily because of the higher cost of the vehicle, widespread availability of charging infrastructure with lower charging cost will stimulate faster adoption of electric vehicles by general public. Since the utilization of the charging stations is not expected to be at its optimum level initially for 4 to 5 years, till the time the battery prices are expected to come down, it would be prudent to give waiver to the electric charging stations as a consumer from the fixed demand charges, which will help lowering the overall charging cost to the end consumer.

Waiver off demand charges:

18. The stakeholders requested the Commission for time bound waiver off demand charges and full waiver for state owned transport organization.

Tariff fixation on par with other States:

19. The stakeholders stated that Gujarat Electricity Regulatory Commission (GERC), Delhi Electricity Regulatory Commission (DERC) have stipulated a

competitive tariff for EV at Rs. 3.05 / KWH (LT) and Rs. 3.00 / KWH for HT connection and Rs.5.50 / KWH (LT) and Rs.5.00 / KWH (HT) respectively. The Maharashtra Government is proposing an encouraging EV tariff equivalent to residential rate or a rate around Rs. 5.00. Bangalore Electricity Supply Company Limited (BESCOM) in Bangalore has fixed a tariff of Rs. 4.85 / KWH. Therefore, it was requested to fix the tariff at Rs. 3.00 to Rs. 4.00 / KWH or 50% of the existing domestic tariff range in the range of Rs. 2 - 4 / KWH.

Providing subsidy to the EV charging stations by the GoTS:

20. The stakeholders have requested that the State Government should provide subsidy to the EV charging stations.

Creation of a separate category for EV charging stations:

21. The stakeholders stated and suggested that there is a need for special category for EV charging stations / battery swap stations as it would offer the much needed impetus for the electric mobility aspiration of the State of Telangana. It would also benefit the DISCOMs through better peak load management and the charging stations by making the projects financially viable so as to make the e-mobility is successful in the State of Telangana.

Time of Day tariff:

22. The stakeholders have submitted that to make viable the finances of the charging stations, do away with the Time of the Day proposals, making a uniform tariff irrespective of the use at any time. They have also submitted that the Commission may reduce the off peak tariff to 50% of the normal tariff.

Open Access for EV charging infrastructure through renewable energy IPPs

23. The stakeholders had requested the Commission to consider allowing open access for EV charging infrastructure through renewable energy sources including IPPs.

Consideration of promotional tariff:

24. The stakeholders emphasized that as the volume of electric vehicles operating currently will be low, promotional tariffs can be extended to the consumers.

The findings based on the analysis by the Commission:

25. The Commission had undertaken the determination of the special category and tariff for EV charging stations / battery swap for the State of Telangana. In this regard, proposal had been filed by the TSDISCOMs in the above said applications. The said applications on the subject providing the relevant information were placed on the website of the Commission inviting the comments, objections and suggestions on the aforesaid applications for the year 2018-19, which were received from the stakeholders. A public hearing was held in the court hall of the Commission to hear the stakeholders and others, who wished to present their case in person at 11.00 A.M. on 19.09.2018.

Charging Infrastructure:

26. M/s. Fortum India Private Limited has stated that widespread availability of charging infrastructure with lower charging cost will stimulate –faster adoption of electric vehicles by general public as that will make the Total Cost of Ownership (TCO) equal or less than the existing ICE Vehicles. They have also requested the Hon'ble Commission to consider directing the State Distribution Companies to augment/strengthen the electricity infrastructure across the state particularly in the important urban areas. They have also stated that deployment of EV is also highly dependent on enabling policy parameters allowing EV charging facilities from dual connection on same premises besides having a separate category as a consumer with supportive tariff.

Rationalized single part tariff:

27. M/s. Mahindra and Mahindra Ltd. has requested the Commission to consider rationalized single part tariff of INR 6.1 / KWH for EV charging for an operating period of 3 years. M/s. Fortum India Private Limited has requested the Commission to stipulate a competitive tariff for EV as fixed by GERC & DERC as INR 3.05 / KWH (LT) and INR 3.0 / KWH for HT connection and INR 5.50 / KWH (LT) and INR 5.00 / KWH (HT), respectively. They have also requested for a time-bound waiver from the demand charges till 2024. M/s. ANI Technologies Private Limited has suggested to consider a tariff of Rs. 5 per Unit which will ensure financial viability of E-mobility project. M/s. Zoomcar India Private Limited and M/s. Automotive manufacturer Private Limited have stated that Tariff structure for EV charging should be 50% of the existing domestic tariff rate in the range of Rs. 2 - 4 per unit. M/s.

Automotive manufacturer Pvt Ltd has also told that demand charges should be waived off for TSRTC since it is a public transport system. The Director of Industries department, GoTS stated that the tariff should be low so that it is feasible for the weaker sections of the society to own and earn their livelihood by procuring vehicles of two and three wheelers.

Time of Day Tariffs (ToD):

28. M/s. Fortum India Private Limited has requested not to levy any ToD charges till 2024, the time it is expected that the vehicle cost will be at par with the ICE vehicle cost. M/s. Mahindra & Mahindra Limited has stated that ToD is to be included. M/s. ANI Technologies Private Limited has stated that ToD tariff will have a negative impact on EV adoptions. M/s. Automotive Manufacturer Private Limited stated that levying ToD is acceptable but off peak ToD should be reduced by 50%. M/s. Gayam Motor Works has stated that the tariff between 10 PM to 6 AM should be Rs. 3 / unit.

Creation of separate category for EV:

29. Almost all the objectors have expressed that a separate category for EV charging station / battery swap stations is required. Subsidies from GoTS would help the penetration and usage of EVs.

Open Access and Renewable Energy:

30. M/s. Mahindra & Mahindra Limited has requested to consider open access for EV charging through renewable IPPs. M/s. ANI Technologies Private Limited has stated that a combination of subsidy from GoTS as well as by relying on renewable sources of energy is very much required for EV charging stations.

Attractive Tariffs for EV charging stations:

31. Almost all the stakeholders have stated that attractive tariffs for EV charging stations would enhance the usage of EVs.

Licencee's reply:

32. Responding to the objectors, CMD / TSSPDCL has stated that the tariff proposed is average CoS. The tariff shall be single part for 1st 3 years. ToD tariff will be similar to that of HT category consumers. For LT category no ToD will be levied.

The charging stations will be of 3 types. Type 1 – Domestic where same domestic supply will be used. Type 2 – Small charging stations where 3 wheelers and small cars can be charged. Here also LT supply is used and Type 3 – Large charging stations where HT supply is used.

33. The tariffs proposed by the DISCOMs are as follows:

Table - IV

Voltage Level	Proposed Tariff	
LT	Rs. 6.10 / unit	
HT (11 kV and Above)	Rs. 6.10 / unit with ToD charges applicable as follows:	
	Time slot	Tariff
	6 AM to 10 AM and 6 PM to 10 PM	Rs. 7.10 / unit
	10 PM to 6 AM	Rs. 5.10 / unit
	other time slots	Rs. 6.10 / unit

34. The Commission, before examining the submissions placed on record, had noticed the details of the tariff levied in respect of the EV charging stations / battery swaps in other states.

Chhattisgarh:

Table – V (a)

LV-2: Non Domestic

Category	Units Slab	Fixed Charge (Rs per kW of Contracted load/Demand)	Energy Charge (Rs. per kWh)
LV-2.1: Non-Domestic	0 - 100 units	Rs. 70 per kW per month up to 3 kW and Rs. 120 per kW per month above 3 kW	5.65
	101 - 500 units		6.65
	501 and above units		7.95
LV-2.2: Non-Domestic Demand Based Tariff (for Contract Demand of 15 to 112.5 kW)		Rs 240/kW/month on billing demand	7.25

Table – V (b)

HV-3: Other Industrial and General Purpose Non-Industrial

Supply Voltage HV- 3	Demand Charge (Rs./kVA/month)	Energy Charge (Rs. per kVAh)
220 kV supply	375	5.85

132 kV supply	375	5.95
33 kV supply (Load factor >15%)	375	6.3
33 kV supply (Load factor <=15%)	190	6.45
11 kV supply (Load Factor >15%)	375	6.65
11 kV supply (Load Factor <=15%)	190	6.85

Gujarat:

Table – V (c)

LT - Electric Vehicle (EV) Charging Stations (exclusively for electric vehicle charging installations):

Fixed Charge	Energy Charge
Rs. 25 per month per installation	305 paise per unit

Table – V (d)

HT - Electric Vehicle (EV) Charging Stations (exclusively for electric vehicle charging installations):

Fixed Charge	
For billing demand up to contract demand	Rs. 25 per kVA per month
For billing demand in excess of contract demand	Rs. 50 per kVA per month
Energy Charge	300 paise per unit

Madhya Pradesh:

Table – V (e)

LV – 5 :E- vehicle / E-Rickshaws charging stations:

Category	Energy Charge (Paise/unit)
Electric Vehicle/ Rickshaw charging installations	408

Table – V (f)

HV – 4: E- vehicle / E-Rickshaws charging stations:

Category	Energy Charge (Paise/unit)
HT Supply	408

Delhi:

Table – V (g)

Charging stations for e-rickshaw/ e-vehicle on single point delivery:

Supply at LT: 5.50 Rs. / kWh

Supply at HT: 5.00 Rs. / kVAh

Andhra Pradesh:

Table – V (h)

	Energy charge (Rs. / unit)
LT	
LT-II(E): Electric Vehicles (EVs) / Charging Stations	6.95
ToD (6 AM to 10 AM & 6 PM to 10 PM)	8.00
ToD (10 PM to 6 AM) off peak	5.95
HT	
HT-II(E): Electric Vehicles (EVs) / Charging Stations	6.95
ToD (6 AM to 10 AM & 6 PM to 10 PM)	8.00
ToD (10 PM to 6 AM) off peak	5.95

Karnataka:

Table – V (i)

Electric Vehicle Charging Stations:

Fixed /Demand charges per kW /kVA:	
LT	Rs.50 / kW / month
HT	Rs.180 / kVA / month
Energy Charges:	
LT & HT	485 Paise / unit

Commission's Views and Decision:

35. The Commission is of the view that the fixed charges are levied for providing infrastructure to the charging station considering various factors such as procurement of power, utilization of power at the user end, cost of infrastructure etc. As these parameters are not available free of cost and have to be procured by the distribution licensees, cost has to be recovered from the consumers. While referring the tariffs of other states, it is also pertinent to note that they have levied other charges such as FPPPA etc. The same is not the case with the tariff proposed by the distribution licensees.

36. The Commission considers that the Government of India has categorically declared in its draft amendments to tariff policy dated 30.05.2018 that the tariff that is

to be applicable for charging stations shall be less than or equal to the average cost of supply determined based on the AT and C loss level of 25% or actual, whichever is lower. The Commission is also of the view that the licensees need to realize average cost of supply from the consumer for effective service to be rendered by them. Further, the tariff fixed in a state would vary with other states owing to several other factors, which includes the ground position also of the financial viability of the distribution licensees. Had such diversity in the status of distribution licensees not been there, then there would have been one rate for one country that is in entire India.

37. The Commission is of the view that allowing open access through renewable energy sources including IPPs are governed under separate rules and regulations. Availing such open access while establishing or operationalizing the charging stations is the look out of the owner of the charging station, subject to the rules and regulations that are in vogue at the relevant time. Therefore, the said issue cannot be considered in these applications, these applications having a limited scope with regard to determination of category and tariff to be followed by the applicants while releasing power supply to such charging stations. Moreover, the applications are brought as an interlocutory applications for amending the original tariff order, hence cannot be proceeded with beyond the prayer in the applications.

38. The Commission is also of the view that the promotional tariff can be considered provided the revenue lost is recovered from other sources by the licensees, either in the form of subsidy or otherwise through higher realization of the tariff from other categories of the consumers. In the absence of any such facility or arrangement proposed, the average cost of supply is the only way out and is needed to be recovered from the consumers.

39. The Commission takes note of the Telangana State Draft Electric Vehicle Policy, 2018 and the request made by the TSDISCOMS to approve a separate tariff under both HT and LT categories for the electric vehicle charging stations to encourage and promote e-mobility in future by use of electric and hybrid vehicles in the State. The Commission, taking note of the benefit of such initiative to the environment as well as to the society, decides to introduce a separate category of tariff for HT and LT vehicle charging stations under LT – IX and HT - IX.

40. In order to encourage EVs though the average CoS is Rs. 6.04 / unit for the entire state, the Commission determines a tariff of Rs. 6.00 / unit against Rs. 6.10 / unit proposed by the DISCOMs and the rates approved to this category is indicated below.

Table – VI

Electric Vehicle Charging Stations (Newly Introduced Tariff):

Voltage Level	Tariff	
LT - IX	Rs. 6.00 / unit	
HT - IX (11 kV and above)	Rs. 6.00 / unit with ToD charges applicable as follows:	
	Time slot	Tariff
	6 AM to 10 AM and 6 PM to 10 PM	Rs. 7.00 / unit
	10 PM to 6 AM	Rs. 5.00 / unit
	other time slots	Rs. 6.00 / unit

41. The Commission is also of the view that ToD will help the DISCOMs to sell more power without the need of backing out of the scheduled power contracts. They also help in better load management and system maintenance.

42. The Commission considers that the other points raised / canvassed by the stakeholders as they are neither relevant at this point of time nor do not merit consideration, as this order is intended and limited to determination of category and tariff only. The stakeholders are not precluded from making any submissions when the regular tariff filing is made by the distribution licensees in the near future as also every financial year.

43. For all the reasons stated and the finding arrived at as above, the applications are allowed to the extent indicated supra. The category and tariff are shown in the **table - VI** above. The applications are disposed of accordingly.

This order is corrected and signed on this the 15th day of November, 2018.

**Sd/-
(ISMAIL ALI KHAN)
CHAIRMAN**

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Annexure-I

List of Entities/Individuals who have submitted suggestions / comments

Sl. No.	Name of the organization represented
1	M/s. Fortum India Private Limited
2	M/s. ANI Technologies Private Limited
3	M/s. Mahindra & Mahindra Limited
4	M/s. Zoomcar India Private Limited
5	M/s. Vasavi Wheels

Annexure-II

List of Individuals in attendance in public hearing held on 7th August, 2018

Sl. No.	Name of the Individual	Name of the organization represented
1	Sri. Ashwin	Automotive Manufacturer Private Limited
2	Sri. Vijay Medikonda	Olektra
3	Sri. Gunjan Jera	Zoomcar India Private Limited
4	Sri. Nivedita Chandru	Indian Oil Corporation Limited
5	Sri. S. Swamy Reddy	Director (IPC), TSSPDCL
6	Sri. Akshay Galagali	M/s. Fortum India Private Limited
7	Sri. Rajeev	M/s. Gati Limited
8	Sri. M.D. Manohar Raju	CGM (IPC & RAC), TSSPDCL
9	Sri. Vijay Jaiswal	Director, Industries Department, GoTS
10	Sri. Gayam Raja	M/s. Gayam Motor Works