No. 34-8/1/2024-TRANS (MOP)-Part (1)
Government of India / भारत सरकार
Ministry of Power / विद्युत मंत्रालय
Transmission Division / पारेषण प्रभाग

श्रम शक्ति भवन, रफी मार्ग, नई दिल्ली- 110001
दिनांक the 25th Nov, 2025

MINUTES OF MEETING

Subject:- Meeting on root cause analysis of slow progress of ISTS projects for FY 2025-26- reg.

The undersigned is directed to forward herewith the minutes of the meeting held under the chairmanship of Additional Secretary (Trans), Ministry of Power, Govt. of India (GoI) on the above subject, on 14.11.2025 at 03:30 PM in NPMC Room, 2nd Floor, Shram Shakti Bhawan, Rafi Marg, New Delhi, through hybrid mode, for information and necessary action.

25/11/25.

(Naorem Indrakumar Singh)
Under Secretary (Trans)
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To

1. Chairperson, Central Electricity Authority, New Delhi
2. CMD, POWERGRID, Gurugram, Harayana
3. COO, CTUIL, Gurugram, Harayana
4. MD, Sterlite Power Transmission Ltd, Gurugram, Harayana
5. MD, TATA Power, Noida, Uttar Pradesh
6. MD, Adani Energy Solutions Limited, Gujarat
7. MD, Apraava Energy Pvt Ltd, New Delhi
8. MD, Torrent Power, Ahmedabad, Gujarat.
9. MD, Megha Engineering, Hyderabad
10. MD, ReNew Power Private Limited,New Delhi.
11. MD, INDIGRID, Noida, Uttar Pradesh
12. MD GR Infra projects, Gurugram, Haryana

Copy for information to:

Sr. PPS/PPS/PS to Addl. Secretary (Trans)/JS(Trans)/Director (Trans-I), Ministry of Power, Govt. of India

GOVERNMENT OF INDIA
MINISTRY OF POWER
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MINUTES OF MEETING

Venue: NPMC Room, 2nd Floor, Shram Shakti Bhawan, Rafi Marg, New Delhi
Date: 14.11.2025
Time: 03:30 PM
*****

Subject: Meeting on root cause analysis of slow progress of ISTS projects for FY 2025-26- reg.

A meeting was held under the chairmanship of Additional Secretary (Trans). The list of participants is at **Annexure-I.**

2. Chief Engineer (PSPM), CEA made a presentation on the subject (**Annexure-II**). The year wise targets and achievements of development of Transmission network during the previous National Electricity Plan (NEP) 2017-22 is given below:-

Year	ISTS Transmission Line (ckm)			ISTS Transformation capacity (MVA)		
	T*	A#	A# (%)	T*	A#	A# (%)
2017-18	9047	10155	112%	27090	44590	165%
2018-19	9961	10681	107%	34435	27037	79%
2019-20	8395	6756	80%	36150	40987	113%
2020-21	6856	7490	109%	25335	23479	93%
2021-22	5516	6095	110%	41595	40664	98%
Total	**39775**	**41177**	**104%**	**164605**	**176757**	**107%**

T*-Target, **A#**-Achievement

2.1 Further, the year wise ISTS Transmission Plan as per NEP 2022-27 and targets & achievements of development of Transmission network during previous 05 financial years is enclosed at **Annexure-III.**

3. Additional Secretary (Trans) observed that during NEP 2017-22, the ISTS ckm and MVA targets were achieved. CEA informed that during NEP 2022-27 against a target of 51,185 ckm, only 30% has been achieved as of Oct'25. Similarly, against a target of 4,72,225 MVA, only 27% has been achieved as of Oct'25.

4. It was further informed that the major reasons for delay in Transmission projects are (i) RoW issues, (ii) Forest clearance, (iii) procurement of substation land, (iv) Solar Park land issues, (v) Water logging area, (vi) Line crossing, (vii) Shortage of manpower for Erection and Stringing,(viii) Supply chain issues, (ix) Delay in PTCC clearance (x)

Overlapping of Transmission line routes due to concurrent bidding (xi) Delay in process of grant of authorization u/s 164 of Electricity Act (EA), 2003.

5. The major reasons for delay in Transmission projects were deliberated and TSPs were requested to state the issues being faced by them in the implementation of Transmission projects and the solutions thereof. The issues being faced/ observed by TSPs in the implementation of ISTS are as follows:

5.1 RoW issues

POWERGRID, M/s ADANI, M/s Resonia, M/s Apraava M/s Tata Power and M/s Torrent stated that some States have not adopted RoW guidelines dated 14.06.2024 and Supplementary Guidelines dated 21.03.2025 issued by Ministry of Power (MoP).

Suggestions: All States/UTs may adopt the RoW guidelines dated 14.06.2024 and Supplementary Guidelines dated 21.03.2025 issued by MoP. The TSPs may engage with local administration and sensitize affected landowners through structured consultations.

5.2 Delay in Forest clearance

POWERGRID, M/s ADANI, M/s Resonia, M/s Apraava, M/s Torrent and M/s Tata Power stated that some Sates follow their own procedure while giving forest clearances and delay in approval exceeds 10 months in some States.

Suggestions: Digital layers for all areas in which Forest Act is applicable may be mapped in PM Gati Shakti portal for approval of Forest clearances. FRA compliance may be de-linked from Tree Cutting Permission/ Working Permission. The Forest Department may exempt strip plantations from Forest clearance and Stage-II clearance for line charging. All States/ UTs may follow MoEFCC guidelines for approval and application process for Forest Clearance. DFL bank may be identified at the State level to expedite clearances.

5.3 Delay in procurement of substation land

POWERGRID, M/s ADANI, M/s Resonia, M/s Apraava, M/s GR Infra and M/s Tata Power stated that they find difficulty in substation land acquisition.

Suggestions: A uniform policy across States for transfer of Govt. land falling within substation layouts to private TSPs may be developed. The land acquisition may be entrusted to the Bid Process Coordinator (BPC) itself, before bidding transfer to TSPs. Given the lead time available after notification of Projects under TBCB, the BPC may acquire land for substation. Apart from expediting the Project, this approach ensures removal of uncertainty to both TSPs and RE generators in project implementation.

5.4 Shortage of tower erection and conductor stringing gangs across the country

POWERGRID, M/s Resonia, M/s Torrent and M/s Tata Power stated that the delay in transmission projects is also attributed to the shortage of tower erection and conductor stringing gangs across the country.

Suggestions: At present, approximately 700 gangs are available across India. However, there is a need to augment and strengthen these resources to expedite construction activities to meet the current and future targets. To address manpower issues, POWERGRID has already set up Skill Development Centres (SDCs) in West Bengal, Bihar, Rajasthan, and Madhya Pradesh to train youth in transmission line erection and stringing activities who are available to be recruited by the Transmission Engineering, Procurement, and Construction (EPC) industry. All TSPs may make a firm plan for training of additional Gangs and adopt Mechanization of Transmission line work to reduce manpower requirement (Drones based stringing, Tower Erection via helicopters).

5.5 Supply chain issues due to delay in supply of Transformers/ Reactor, and other critical equipment

POWERGRID informed that while the annual manufacturing capacity of 400 kV and above Transformer/Reactor in India is approximately 218 GVA, the national demand is approximately 360 GVA. 765 kV Bushings, 765 kV Circuit Breaker (CB) with/without Pre-Insertion Resistor (PIR) are manufactured by only a few vendors with a lead time exceeding 2 years.

765 kV GIB ducts are not manufactured in India due to the absence of spiral welding facilities for Aluminium sheets of diameter above 600 mm (6 mm thickness). Indian manufacturers currently source these ducts from two international vendors with a lead time of 1 year.

Bus Post Insulators are manufactured in India by Aditya Birla, Modern Insulators, and IEC, with a lead time of 1–2 years.

Suggestions: Procurement norms to allow sourcing from international vendors may be relaxed to mitigate supply chain bottlenecks as limited vendors for GIS/ ICT/ Reactor are catering to a huge demand.

5.6 Issues on Power Line-Crossing of ISTS projects

M/s ADANI, M/s Resonia, M/s Indigrid and M/s Torrent that there is delay in providing coordination, data sharing, same route overlaps in RE rich States among TSPs.

Suggestions: Guidelines for Power Line-Crossing for ISTS projects may be prepared by CTUIL for avoiding Transmission line overlaps which may also include provisions on data sharing and coordination, and bay coordinates. For RE rich States, a multi utility corridor may be planned to optimize space utilization at the planning stage itself.