



KARNATAKA POWER TRANSMISSION CORPORATION LIMITED

CIN: U40109KA1999SGC025521

No: KPTCL/B16/40360/2016-17

DATED: 27.01.2018

RECRUITMENT- PUBLISHING OF PROVISIONAL SELECTION LIST NOTIFICATION

Sub: Publication of Provisional Selection List for the post of Assistant Engineer (Elec.), Assistant Engineer (Elec.) (NHK) (Backlog), Assistant Accounts Officer, Junior Engineer (Elec./Civil), Junior Engineer (Elec.) (NHH & HK) (Backlog), Assistant and Junior Assistant-Reg.

- Ref:**
1. Employment Notification No: KPTCL/B16/40360/2016-17 dated: 08.09.2016.
 2. Online Aptitude Test Notification No: KPTCL/B16/40360/2016-17 dated: 23.06.2017.
 3. Final Answer Keys, Scores of Online Aptitude Test and Short Listing of candidates Notification No: KPTCL/B16/40360/2016-17 dated: 23.08.2017, 30.08.2017, 13.11.2017.
 4. Notification No: KPTCL/B16/40360/2016-17 dated 18.11.2017 issued with regard to verification of original documents/testimonials and HESCOM Notification dated 25.11.2017, CESC & BESCO Notification dated 27.11.2017 and GESCOM Notification dated 28.11.2017.

In pursuance to KPTCL Employment Notification No: KPTCL/B16/40360/2016-17 dated: 08.09.2016, the PROVISIONAL LIST of candidates selected **purely on merit** on the basis of the marks secured in the **Online Aptitude Test** held from 07.07.2017 to 11.07.2017 and after the original documents verification process held from 25.11.2017 to 28.11.2017 in KPTCL and 05.12.2017 to 08.12.2017 in ESCOMs for recruitment to the post of Assistant Engineer (Elec.), Assistant Engineer (Elec.) (NHK) (Backlog), Assistant Accounts Officer, Junior Engineer (Elec./Civil), Junior Engineer (Elec.) (HK & NHK) (Backlog), Assistant and Junior Assistant in KPTCL and ESCOMs is published along with provisional cut-off marks in the respective KPTCL & ESCOMs websites.

Objections if any, from among the 1:2 shortlisted candidates on the Provisional Selection List may be submitted along with relevant details, scanned copy of supporting documents to the **e-mail IDs of KPTCL & ESCOMs noted in Annexure-1** duly indicating the candidates name, Application ID and the post applied for. **The last date for receipt of objections is 04.02.2018. Objections will not be entertained through any other mode.**

The candidates shortlisted under PH quota were subjected to physical examination. Many of the candidates with multiple disabilities, disability of less than 40% and disability not notified for the particular post have been disqualified for selection under PH quota. However, the candidates with disability of less than 40% are considered for selection under their respective Categories/Quotas based on the merit. As such, there is a shortfall of eligible candidates under PH Quota across various categories from among the 1:2 shortlist of candidates for selection. The details are noted in Annexure-2. Hence, the next eligible candidates down the line from the merit list will be called for document verification and physical examination. The date will be notified in KPTCL & ESCOMs website.

OBJECTIONS WILL NOT BE ENTERTAINED AFTER THE LAST DATE INDICATED ABOVE

Sd/-

Director (Admn. & HR)

Corporate Office, KPTCL, Kaveri Bhavan, Bengaluru - 560 009.

Kavaratti to get major facelift

Total project cost has been pegged at ₹526.61 crore under Smart City Mission

T. NANDAKUMAR
THIRUVANANTHAPURAM

Kavaratti, the administrative capital of the Lakshadweep group of islands, is set for a major transformation in infrastructure and services that is expected to make it a more liveable city for the residents and tourists.

The island with a population of 11,221, is gearing up to implement a slew of projects under the Smart City Mission.

Kavaratti made it to the list of smart cities in the fourth round of the National Smart Cities Challenge conducted by

the Union Ministry of Urban Development.

The Smart City proposal prepared by the Centre for Environment and Development, Thiruvananthapuram seeks to make Kavaratti an environment-friendly, Zero Carbon and climate resilient island city. The total project cost has been pegged at ₹526.61 crore.

Health care

Given that the residents on the island have to evacuated to the mainland for treatment of most serious ailments, the

first priority has been accorded for the development of health care infrastructure.

The project report has proposed the establishment of a multi-speciality hospital with a cardiac care centre, dialysis unit and cancer care facility.

The project report proposes smart health cards for all citizens.

High speed internet connectivity gets the second priority for its potential to introduce e-governance in the administration and improve service delivery to citizens. As many as 10 Wi-Fi hotspots

would be set up on the island.

The procurement of an all-weather ship with a passenger capacity of 500 to improve connectivity with the mainland has been identified as another priority.

The estimated cost of ₹260 cr is to be shared by the union territory and the Smart City Project.

With the island relying entirely on diesel generators for its power requirement, the report moots the installation of roof-top solar panels and solar charging centres to cut the diesel consumption by 50%.

Rlys line up ₹96k-cr revamp plan

Mahendra Singh &
Sidhartha | TNN

New Delhi: Railways has lined up mega investment to scale up its operations, including a revamp of the signalling system across its network, a new \$3-billion electric locomotive unit and a station-development plan for large cities such as Mumbai. Together these projects could be worth over \$15 billion (around Rs 96,000 crore).

Railway minister Piyush Goyal, who was in Davos last week, told **TOI** that discussions are underway to ensure that the deals are structured in a way that local manufacturing gets a fillip and cost comes down. "We want to replicate the model that was used for LED bulbs, where the cost was

READYING FOR RIGHT SIGNAL



brought down. If costs are lower and local manufacturing is ensured, we will scale up investments," Goyal said.

Over the next few weeks, the railways is planning extensive consultations to work out a model that serves

Government has stepped up investment in railways as it wants to modernise poor infrastructure, a result of low investment and overuse. Railways capex has increased from ₹35,000 crore, five years ago, to ₹1.3 lakh crore during the current fiscal

Complete modernisation of railways' signalling system, including automation, at a cost of ₹78,000 crore, is expected to get approval in the Budget

the twin goals with the minister maintaining that funds are not going to be a constraint. "There is enough budget and we have many options to raise resources," he said.

The government has stepped up investment in railways

as it seeks to modernise the creaking infrastructure, a result of low investment and overuse. Railways' capex has increased from Rs 35,000 crore five years ago to Rs 1.3 lakh crore during the current fiscal, which is partly led by the need to step up public investment at a time when the private investment remains muted due to excess capacity and stressed finances of several Indian companies.

Complete modernisation of railways' signalling system, including automation at a cost of Rs 78,000 crore, is expected to get approval in the Budget, sources said. The Budget is set to focus on electrification as railways has advanced the deadline for complete switchover from diesel to electric by two years to 2020.

Essar Power to Surrender Tokisud Coal Mine, Seek ₹490-cr Refund



MUMBAI Faced with delays in key approvals and sudden change in tariff terms, Essar Power has decided to surrender the Tokisud north coal block in

Jharkhand in which it has already invested ₹490 crore. The move will cripple the company's 1,200-MW Mahan plant in Madhya Pradesh. The Ruias-run company has made significant progress in

developing the coal block, which has extractable reserves of 52 million tonne, and won through a competitive bidding process in February 2015 offering ₹1,100 a tonne - highest in the industry.

The Hindu 29/01/2018. page No: 14.

EXPLAINER

EVs: charging infrastructure needs a jolt to meet 2030 target

TCA SHARAD RAGHAVAN
NEW DELHI

Achieving the target of all-electric vehicles by 2030 will need a substantial push from the government and the private sector in terms of setting up the charging infrastructure, enabling cheaper availability of raw materials and incentivising mid-way measures such as hybrid vehicles.

What is the aim?

■ Prime Minister Narendra Modi to Transport Minister Nitin Gadkari and erstwhile Energy Minister Piyush Goyal have all spoken about the target to achieve an all-electric fleet of vehicles by 2030, in line with the ongoing global push away from the internal combustion engine.

What steps have been taken?

■ Different departments and ministries have stepped up their engagement with the electric vehicle industry. Energy Efficiency Services Limited, a government firm, has put in motion plans to procure 10,000 e-vehicles and has already given out tenders to the likes of Tata Motors and M&M. EESL aims to lease these vehicles out to government departments so as to replace their existing fleets of petrol and diesel vehicles.

The Government also notified the scheme for Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India (FAME), as a part of its National Electric Mobility Mission Plan 2020.



Mumbai over the next three years. "The company is also working on a third-party business model to provide charging station facilities for electric two-wheelers and four-wheelers in public places, parking plazas near highways, and offices and malls," the company said. Tata Power has also installed two charging stations in Mumbai.

The scheme has four focus areas: technology development, pilot project, charging infrastructure and demand creation. The scheme has been extended till March 31, 2018.

Is the infrastructure ready?

■ There are several initiatives, by both the government and the private sector, to enhance the required charging infrastructure. The Centre has begun pilot projects in this regard, having already installed 25 charging stations in Bengaluru, and planning to expand this to other metros.

Last year, Fortum India inaugurated a 22 KW AC charger on a pilot basis in Delhi, and the company said it was looking to install up to 160 charging stations over a year in Delhi, Mumbai and Bengaluru. The parent company Fortum Oyj also signed an agreement with government-owned NBCC (India) to bring cloud-based back-end infrastructure for electric vehicles to India.

Reliance Energy also has said it planned to install 15 charging stations across its distribution licence area in

What are the roadblocks?

■ There are several. The first is that very few global carmakers have brought their electric variants into India. The fact that the government has also made a distinction between EVs and hybrid vehicles under the GST regime is seen as a problem. While EVs are to be taxed at 12%, hybrid vehicles are taxed at 28% plus a 15% cess.

The view among carmakers is that people are still sceptical about the shift to all-electric vehicles since they fear the charge duration of the batteries. As such, they are more likely to try hybrid vehicles, but that sector is not being encouraged by the current tax structure. The other issue has to do with the charging stations themselves.

While sector specialists said that EVs can be charged at home using AC power, this would take about 5-8 hours for a full charge. DC chargers, on the other hand, can do the same in a fraction of the time. Most of the chargers being installed across the country, however, are AC chargers.

Sanjaynagar Bescom office unresponsive

A-1-18 Dec con
Hw
The Bescom office in Sanjaynagar is located behind Radhakrishna Temple. There is a landline (23418189) but people do not get any response, especially after working hours, on Sundays, holidays and whenever there is a power outage. On Makara Sankranti, the office was closed.

The power went off in our locality around 4 pm. I tried calling the landline but in vain. The call centre (1912) didn't have any update either. The power supply was restored only at 6.30 pm. The problem gets worse if the power goes off at night. The helpline (1912) is engaged most of the time.

It would be helpful if someone is posted in the office during

the above-mentioned hours and days to attend to people's calls. There used to be a night helpline but I don't know if it still exists.

R Ranganathan
UAS Layout

Small Players may Exit Green Energy, Says ReNew CEO

Nishtha.Saluja@timesgroup.com

New Delhi: The renewable energy sector in India is on the road to consolidation and players with smaller portfolios are looking at exiting the market as returns are shrinking in the face of lower tariffs and uncertainty on the policy front, Sumant Sinha, CEO, ReNew Power, has said.

"With tariffs dipping and some uncertainty coming in on the policy front, project developers with a relatively lower appetite for growth or risk, are exiting the business at fair valuation of their assets," Sinha told ET in an interview.

ReNew Power, backed by big-ticket investors like Goldman Sachs, Asian Development Bank and Abu Dhabi Investment Authority among others, has a total capacity of 3,500 MW of

wind and solar projects, both operational and under construction.

Sinha declined comment on the company's acquisition plans but said ReNew is open to inorganic growth in wind and solar businesses.

The sector has seen a wave of M&A deals by various companies including ReNew Power in the past two years.

These include Tata Power's buyout of Welspun Energy's renewable portfolio of 1140 MW for ₹9,249 crore in June 2016;

Greenko Energies takeover of the Indian assets of around 500 MW of US-based SunEdison for \$392 million in October 2016, after the latter went bankrupt. In June last year, CLP India, a wholly-owned subsidiary of Hong Kong-based CLP Holdings, bought a 49% stake in Suzlon's solar subsidiary SE Solar for ₹73.5 crore. In July, Vector Green Energy, the renewable energy arm of IDFC Alternatives, acquired 190 MW of solar assets from US-based First Solar for an undisclosed amount.

While companies with small portfolios are looking for buyers, those with long-term outlook are looking at making more acquisitions, as clean energy business is capital-intensive and not everyone can raise that kind of capital in the long run, he said.

"In the IPP business, the entire game is about the assumptions you make for the future and whether you are able to deliver on those assumptions. The companies that are able to raise more capital today are the ones which have been able to deliver on their plans on a consistent basis," he said.



MOVING OUT



Project developers with relatively

lower appetite for growth or risk are exiting the business at fair valuation of assets

SUMANT SINHA
CEO, ReNew Power

Let there be LiFi! Centre Switches on Superfast Internet Pilot

Ministry of electronics and IT successfully tested emerging technology at IIT-Madras along with lighting company Philips in a closed environment

Surabhi Agarwal
@timesgroup.com

New Delhi: Imagine if the LED bulbs in your house could transmit high-speed data without WiFi or broadband. Or an LED-lit movie billboard that can relay high-quality promotional videos and songs to your smartphone as you pass by in a crowded mall? Well, these scenarios are not out of any sci-fi thriller — the government of India is already testing technology that can enable this and other features.

In a recent pilot project, the ministry of electronics and IT successfully tested a technology called LiFi (Light Fidelity), which uses LED bulbs and light spectrum to transmit

data at speeds as high as 10 GB per second over a 1-km radius.

The idea is to connect difficult terrains of the country that can't be reached by fiber but have access to electricity. The technology can be used to connect hospitals where regular internet signals interfere with certain equipment as well as to provide underwater connectivity.

"One of the biggest use cases of LiFi could be in the upcoming smart cities in the country, whose underlying theme will be internet of things for modern city management and will be connected by LED bulbs," said Neena Pahuja, director general of the Education and Research Network (ERNET), an autonomous scientific society under the ministry, which



conducted the pilot.

Smart cities aim to extensively rely on IoT for activities ranging from waste disposal to traffic management.

The pilot project was conducted in association with Indian Institute of Technology Madras at its campus along with lighting company Philips a few months ago. While the pilot was staged in a closed environment, ERNET now plans to test it in open spaces in partnership with Indian Institute of Science, Bengaluru.

THE FUTURE IS HERE

LiFi uses LED bulbs and light spectrum to transmit data at speeds as high as 10 GB per second over a 1-km radius

"We are committed to innovation and continue to explore new and emerging technologies," Sumit Joshi, managing director at Philips Lighting India, told ET.

LiFi technology was pioneered a couple of years ago by Harald Haas, professor of mobile communications at the University of Edinburgh. Since then, companies including Google and organisations such as Nasa have been testing this technology. Over the past few years, India has experimented with alternative

types of technology such as WhiteSpace, which deploys unused spectrum between television channels to relay data. Google has tested the potential of transmitting data using balloons floating at a height of 20 km using LTE or 4G technology. While WhiteSpace required licensed mobile spectrum and was opposed by the telecom lobby, Google's Loon project has not made much headway.

LiFi technology, on the other hand, is not dependent on mobile spectrum. It is, however, not bereft of challenges.

Pahuja said that it requires a clear line of sight and can't penetrate hard objects such as a wall. "The answer to such challenges is to lay down a mesh of lights to ensure that the signal is uninterrupted," she added.