

FINANCIAL HIGHLIGHTS AND BUDGET ESTIMATES

A) The summarized actual income and expenditure for the financial year 2015-2016 are as under :-

(Rs. in Lakhs)

	*Electric Supply	*Transport	Whole Undertaking
Income	492333.71	145377.74	637711.45
Expenditure	377522.10	251570.09	629092.19
(+)Surplus / (-)Deficit	114811.61	-106192.35	8619.26

***Inclusive Share of Gen. Admn. Income & Expenditure**

B) The summarized revised estimates of income and expenditure for the financial year 2016-2017 are as under :-

(Rs. in Lakhs)

	*Electric Supply	*Transport	Whole Undertaking
Income	452958.75	158732.25	611691.00
Expenditure	350765.74	258073.72	608839.46
(+)Surplus / (-) Deficit	102193.01	-99341.47	2851.54
Less : Statutory Contribution to Municipal Fund	-	-	40.00
Less : Loan Re-payment/ Adjusted against accumulated deficit	-	-	2811.54
(+)Surplus / (-) Deficit	102193.01	-99341.47	0.00

***Inclusive Share of Gen. Admn. Income & Expenditure**

C) The summarized estimates of income and expenditure for the budgetary year 2017-2018 are as shown below :-

(Rs. in Lakhs)

	*Electric Supply	*Transport	Whole Undertaking
Income	423211.00	@ 234397.00	657608.00
Expenditure	377663.64	279944.25	657607.89
(+)Surplus /(-)Deficit	45547.36	-45547.25	0.11
Add. : Previous Year's Balance B/F			1.00
Less : Minimum balance retained as per Section 460 kk (1) of the M.M.C.Act.	-	-	1.00
Less : Loan Re-payment/ Adjusted against accumulated deficit	-	-	-
(+)Surplus / (-) Deficit	45547.36	-45547.25	0.11

***Inclusive Share of Gen. Admn. Income & Expenditure.**

@ As per Section 134(2) of the MMC Act, 1888, provision for transfer an amount of Rs.590.24 crores from Budget 'A' to Budget 'C' has been made vide BCR No.202 dtd. 02.11.2017 & C.R. No. 1245 dtd. 18.01.2018.

HIGHLIGHTS OF THE 2017-2018 (BUDGET)

A – Electric Supply Division

33 kv New RSS :-

During year 2017-18, the commissioning of 33/11 kV New RSSs with 1x16 MVA Power Transformers each at i) MGM RSS & (ii) Wankhede Stadium RSS are proposed. This will enhance the system capacity by 64 MVA.

33 KV Additional Transformer at existing RSS :-

During year 2017-18 it is proposed to commission additional transformer of 16 MVA at (i) Lodha Crown, ii) Sitaladevi RSS, iii) PMGP RSS and 3.2 MVA Transformer at Nish Avighna RSS. This will enhance the system capacity by 144.2 MVA.

33 kV Changeover :-

During the year 2017-18, it is proposed to carry out the replacement of total 4 nos of 10 MVA, 22/11 kV Power Transformers by 16 MVA, 33/11 kV power transformers at Parel, Sewree, Mazgaon Dock and Kussara RSS (1 each) under 33 kV changeover programme. This will enhance the capacity by 24 MVA improving system reliability and help in reducing system distribution losses.

Replacement of old 33 / 22 kV Circuit Breakers by Vacuum Circuit Breakers (VCBs)/SF6 Circuit Breakers at existing RSSs :-

During the year 2017-18, it is proposed to replace the existing outdated circuit breakers by advanced SF6 / VCBs breakers at 4 RSSs, namely Sitaladevi(1 No.), Mazgaon Dock(1 No.), Apollo(2 Nos.) and Grant Road (2 Nos.). It is also proposed to install 33 kV AIS Bus Section at Elphinston Mill RSS.

Automatic Aerosol based Fire Fighting System :-

Total Flooding Automatic Condensed Aerosol Fire Extinguishing System is being procured for 110 kV cable protection at the four existing 110 kV Receiving Substations viz. Backbay, Nariman Point, Khetwadi & Dr.B.A.Marg RSS. This system is envisaged for extinguishing fire on 110KV cables in the basement and GIS termination on upper floor. The main advantage of this system is environment friendly, space saving and negligible maintenance.

Digitisation System and Improvement of Distribution Network:

It is proposed to upgrade the existing Digitisation System installed in Planning Network Department for faster updation of network strengthening schemes. Under augmentation of distribution network, it is proposed to commission 34 nos. of new Distribution Substations and to lay 30 Km HV & 55 Km of LV cables in the year 2017-18.

Distribution Automation :

It is proposed to establish Distribution Automation (DA) System for North & Central North Zone for about 550 strategically located DSS alongwith 2 Control Centers for North & Central North Zone. During the year 2017-18, it is proposed to installed 183 DSS alongwith Zonal Control Centre at Supervisory Control, Dadar.

It is also proposed to install 3000 nos. of Earth Fault Passage Indicators (EFPs) in all Distribution Substations for getting the information of faulty HV cable network using existing communication network of DT metering. This will help in restoration of Electric Supply at 11 KV distribution level which in turn improve SoP standards SAIFI & SAIDI.

B - Bus Division

Remodelling of Bus Depot / Integrated solution for the Bus operations :-

Remodelling of Bus Depot :- Considering precarious conditions of old structures and higher cost of repairing and maintaining them, it is utmost necessary to either maintain same or to remodel them with latest facilities of bus maintenance and upgraded facilities to the staff working thereat.

However, considering the critical financial condition of the Undertaking it becomes difficult to maintain these structures by incurring the expenses on it. It is therefore, advisable to remodel the existing depots in near future. To decide the priority of redevelopment and also other details viz. revenue / expenditure, mode of redevelopment etc. a consultant has been appointed whose report is expected by March, 2017.

Incidentally, considering previous experience, a provision of Rs.100 Crs. is proposed for redevelopment of one depot. The work of this depot will be completed in next three years, therefore the total fund requirements for this depot will be about Rs.100 Crs. (Rs. 20 Crs. for 1st year and Rs.40 Crs. for 2nd & 3rd years).

Integrated solution for the Bus operations :- BEST Undertaking presently owns a fleet of 3866 number of buses which are operated on 506 routes outsheded from 27 depots and controlled from around 200 bus termini and chowkies. BEST intends to further streamline its day-to-day operation by the effective use of technology to ensure quality services to its commuters. This will improve the utilization of both its basic resources viz. buses and manpower.

The BEST Undertaking, therefore, proposes to introduce an integrated solution for the Operations, Turnout and Performance monitoring of its buses.

An investment of Rs.25 crores will be required for the implementation of this project that will not only give financial payback but also improve the quality of its services.

In view of above MCGM is requested to support the same by giving grant in aid of Rs.125 crores for above two projects.

Centralized engine replacement centre at Anik Depot:-

The work of engine replacement has been started at engine replacement centre, Anik in Shed No.1 of Anik Depot with effect from 02.09.2015. Out of nine, the four engine zonal replacement centers of Wadala, Pratiksha Nagar, Ghatkoper and Deonar depots have been subsequently closed in first phase.

Further in the last week of September 2015 all the buses were booked for engine replacement at Anik Engine replacement center only. The engine replacement center activity at Anik is now regularized and sufficient to cater all engines reported for replacement in every month. Hence, from the month of October 2015, remaining 5 engine zonal replacement centers at various depots were closed.

The advantages of Centralized engine replacement activity are as follow :-

- a) Reduction in Bus Off the road days- Earlier on and average 2.89 days were required for engine replacement activity as against present 1 day. This resulted in increasing availability of buses for service.
- b) Quality aspects like improvement in perfect diagnosis, quick decision, proper attention and proper utilization of manpower has been properly addressed in new system.
- c) Introduction of Centralized engine replacement activity is beneficial to the undertaking on account of saving manpower, material, time of attention etc., the details of all these savings in terms of money works out to Rs. 1.00 crore annually.

Redesigned Passenger Seat Layout on Jnnurm Single deck buses:

Arising out of complaints from passengers regarding the insufficient leg space between the two seats on JNNURM SD and Midi buses, we have studied the issue and redesigned passenger seat layout. In the new seat layout the leg space in the two seats is sufficiently increased. Further the distance between side panel & the seat and in between two plastic molded seats, is also increased. This has improved the comforts for the passengers and feedback from passengers is also positive/encouraging. The work of change in the seat layout i.e. remaining all seats from the bus, reducing two seats from each side and relocating with increased leg space and side clearance was carried out departmentally, without any additional cost. Till 31/03/2016, out of total of 800 buses, the work on 253 buses was completed.

Computerized Applications :-

Computerized Applications for all user departments will be developed/migrated in web based technology for cross platform open standard technology. Mobile applications will be developed for passengers/ consumers/ employees. All the major locations of the Undertaking will be connected through MPLS (Multi Protocol Label Switching) connectivity for using web applications. Cloud (IaaS) services will be availed for web applications.

Staff Administration, Bus Maintenance for Transportation Engineering, Line Staff posting, Line Staff leave system for Traffic, NOR and Estate section of Civil Department will be migrated in Web Technology. New Web applications for sections of Electric and bus battery section of the workshop of Transportation Engineering department, Leave system for the employees, core accounting and budget systems for Accounts and Planning and system implementation of Electric Supply will be computerized. Mobile application for new connection requisition, consumer's electricity billing details and complaint login will be developed. Document management system will also be implemented.

Centralized Spring Assembly Section at Dadar Workshop:-

Earlier spring assembly activity was decentralized and was carried out at 6 spring zonal centers, with the help of 12 blacksmiths. Expected monthly production of all zonal was about 750 nos. But it was observed that average production of 6 nos. springs zonal centers was 500 nos. only. After centralizing the spring assemblies at spring section in Dadar workshop, the spring production has increased from 500 nos. to 700 nos. springs. Five zonal centre staff (10 Blacksmith) are utilized, we have saved a staff of one zonal centre i.e. 2 nos. Blacksmiths were saved. Apart from saving of manpower, the transportation cost to collect springs from zonal centers to depot is also saved.

e-Toilet :-

Provision of e-Toilet facility for Passengers / Consumers, BEST Staff and especially for ladies at Bus Stations / Bus chowkies and Cash Collection Centres, etc.

The Budget Estimates for the year 2017-18, with the above mentioned salient features, is submitted to the BEST Committee.
