

Installed capacity of Kothagudem and Vijayawada Power Stations

4620. SHRI DATTATRAYA BANDARU: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the installed capacity of the Kothagudem and the Vijayawada Power Stations in Andhra Pradesh are under utilised:

(b) if so, the facts thereof and the reasons for under utilisation: and

(c) the steps taken or proposed to be taken for optimum utilisation of the installed capacity?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) and (b) During April to July, 1991 Kothagudem and Vijayawada Thermal Power Stations of Andhra Pradesh State Electricity Board achieved a Plant Load Factor (PLF) of 45.7% and 66.5% respectively against an All-India Average PLF of 53.3%. Due to some equipment failures at Kothagudem and short supply of coal, both Kothagudem and Vijayawada Power Stations suffered some loss of generation during this period.

(c) It is not possible to operate thermal units at 100% PLF because the performance of thermal generating units depends upon age of the unit, quality of coal, system load conditions, hydro-thermal mix in the State/Region, planned maintenance and forced outage of units and system constraints.

Various measures being taken for optimum utilisation of installed capacity include (i) Renovation and

Modernisation of old units (ii) assistance to Electricity Boards in undertaking plant betterment programmes (iii) supply of requisite quantity and quality of coal (iv) training of O & M personnel and (v) strengthening of transmission and distribution systems.

Conversion of MG Lines

4621. SHRI SHANKERSINH VAGHELA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received proposals for conversion of several metre gauge lines into broad gauge:

(b) the number of proposals out of them found acceptable: and

(c) the criteria on which these proposals were found acceptable?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) No proposal has been finalised for converting M.G. line into B.G. other than those where work is already in progress.

(c) The National Transport Policy Committee (NTPC) in their report submitted in May 1980 had recommended the following criteria for Gauge Conversion projects:

(i) when it is discovered that the traffic likely to develop in future cannot be handled on the existing system.

(ii) when the magnitude of transshipment involved is such that it is uneconomical, or is not feasible at all, to handle the anticipated volume of traffic

(iii) when it is needed for providing