5.0 EVALUATION OF CURRENT PRACTICE

Three areas will be highlighted as shown in Appendix 2 in order to cut the departmental operating cost. They are:-

a) transportation,

b) substation maintenance,

c) and overhead line maintenance.

5.1 Transportation

The current practice is to send all the department vehicles to the TNB Workshop for all the maintenance and repair work. In most cases, the work is always delayed due to the fact that all the TNBs’ vehicles are sent there for repair work. Minor maintenance work that can be done in a few hours will take two days. Due to this delay, there is a disruption of the work schedule. Losses occur when the department workforce is underutilized. Furthermore, the charges imposed by the TNB Workshop on the department are very high due to the fact that the inter-department charges cost ninety one percent more on the labour cost.

workmanship by the workshop personnel. This is due to the many vehicles needing to be maintained.

5.2 Substation Maintenance

The maintenance work for the substations are maintaining circuit breakers, transformers and protective relays. At present there are 44 substations under this department. There are 6 maintenance teams. Each team comprising of 12 personnel. Almost seventy-two percent of the routine maintenance work on the substation will have to be done on Saturday