

**CENTRAL ELECTRICITY AUTHORITY
FUEL MANAGEMENT DIVISION
DAILY COAL STOCK REPORT**

(AS ON 07-06-2026)

| Sl. No./State | Mode of Transport | Name of Thermal Power Station/Performance of Utility # | Capacity (MW) | Current Month PLF (Tentative) | Normative Stock Reqd.(Days) | Daily Requirement @85% PLF (In '000 Tonnes) | Normative Stock Reqd.(In '000 Tonnes') | Actual Stock (In '000 Tonnes) | | | % of Actual Stock vis-à-vis Normative Stock | Critical (*) | Receipt of the day('000 T) | Consumption of the day ('000 T) | Reasons for critical coal stock/Remarks |
|--|-------------------|--|---------------|-------------------------------|-----------------------------|---|--|-------------------------------|------------|--------------|---|--------------|----------------------------|---------------------------------|---|
| | | | | | | | | Indigenous | Import | Total | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| A. PLANT HAVING COAL LINKAGES, NO LINKAGES AND COAL BLOCK | | | | | | | | | | | | | | | |
| STATE | | | | | | | | | | | | | | | |
| Haryana | | | | | | | | | | | | | | | |
| 1 | RAIL | PANIPAT TPS | 710 | 85% | 26 | 10.3 | 267.4 | 281.7 | 0.0 | 281.7 | 105% | | 0.0 | 10.8 | |
| 2 | RAIL | RAJIV GANDHI TPS | 1200 | 63% | 26 | 18.2 | 472.9 | 410.3 | 0.0 | 410.3 | 87% | | 3.8 | 14.7 | |
| 3 | RAIL | YAMUNA NAGAR TPS | 600 | 44% | 26 | 9.1 | 237.7 | 271.3 | 0.0 | 271.3 | 114% | | 0.0 | 7.2 | |
| HPGCL-Total | | | 2510 | 65% | 26 | 37.6 | 978.0 | 963.3 | 0.0 | 963.3 | 98% | 0 | 3.8 | 32.7 | |
| Punjab | | | | | | | | | | | | | | | |
| 4 | RAIL | GH TPS (LEH.MOH.) | 920 | 76% | 26 | 11.7 | 305.0 | 361.2 | 0.0 | 361.2 | 118% | | 16.2 | 9.0 | |
| 5 | RAIL | GOINDWAL SAHIB TPP | 540 | 69% | 26 | 6.6 | 172.4 | 213.0 | 0.0 | 213.0 | 124% | | 8.0 | 5.2 | |
| 6 | RAIL | ROPAR TPS | 840 | 45% | 26 | 11.2 | 292.3 | 423.4 | 0.0 | 423.4 | 145% | | 4.0 | 7.0 | |
| PSPCL-Total | | | 2300 | 63% | 26 | 29.6 | 769.7 | 997.6 | 0.0 | 997.6 | 130% | 0 | 28.2 | 21.2 | |
| Rajasthan | | | | | | | | | | | | | | | |
| 7 | RAIL | CHHABRA-II TPP | 1320 | 64% | 26 | 17.1 | 443.9 | 217.4 | 0.0 | 217.4 | 49% | | 11.5 | 14.6 | |
| 8 | RAIL | CHHABRA-I PH-1 TPP | 500 | 73% | 26 | 6.9 | 180.3 | 118.3 | 0.0 | 118.3 | 66% | | 4.0 | 3.7 | |
| 9 | RAIL | CHHABRA-I PH-2 TPP | 500 | 81% | 26 | 7.0 | 181.4 | 119.0 | 0.0 | 119.0 | 66% | | 4.0 | 6.4 | |
| 10 | RAIL | KALISINDH TPS | 1200 | 66% | 26 | 16.0 | 415.6 | 310.5 | 0.0 | 310.5 | 75% | | 7.8 | 7.1 | |
| 11 | RAIL | KOTA TPS | 1240 | 73% | 26 | 18.6 | 484.1 | 289.5 | 0.0 | 289.5 | 60% | | 3.8 | 18.2 | |
| 12 | RAIL | SURATGARH STPS | 1320 | 67% | 26 | 16.8 | 436.2 | 302.2 | 0.0 | 302.2 | 69% | | 7.5 | 11.8 | |
| 13 | RAIL | SURATGARH TPS | 1500 | 60% | 26 | 21.8 | 566.5 | 257.7 | 0.0 | 257.7 | 45% | | 7.7 | 14.2 | |

| Sl. No./State | Mode of Transport | Name of Thermal Power Station/Performance of Utility # | Capacity (MW) | Current Month PLF (Tentative) | Normative Stock Reqd.(Days) | Daily Requirement @85% PLF (In '000 Tonnes) | Normative Stock Reqd.(In '000 Tonnes') | Actual Stock (In '000 Tonnes) | | | % of Actual Stock vis-à-vis Normative Stock | Critical (*) | Receipt of the day('000 T) | Consumption of the day ('000 T) | Reasons for critical coal stock/Remarks |
|---------------|-------------------|--|---------------|-------------------------------|-----------------------------|---|--|-------------------------------|------------|---------------|---|--------------|----------------------------|---------------------------------|---|
| | | | | | | | | Indigenous | Import | Total | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| | | RRVUNL-Total | 7580 | 67% | 26 | 104.2 | 2708.0 | 1614.6 | 0.0 | 1614.6 | 60% | 0 | 46.3 | 76.0 | |

| Uttar Pradesh | | | | | | | | | | | | | | | |
|---------------|---------|----------------------|-------------|------------|-----------|--------------|---------------|---------------|------------|---------------|------------|----------|--------------|--------------|--|
| 14 | PITHEAD | ANPARA TPS | 2630 | 88% | 17 | 37.8 | 643.0 | 481.3 | 0.0 | 481.3 | 75% | | 32.2 | 42.6 | |
| 15 | RAIL | HARDUAGANJ TPS | 1265 | 53% | 26 | 18.0 | 468.3 | 293.3 | 0.0 | 293.3 | 63% | | 13.7 | 7.9 | |
| 16 | RAIL | JAWAHARPUR STPP | 1320 | 50% | 26 | 17.1 | 443.9 | 205.1 | 0.0 | 205.1 | 46% | | 12.2 | 14.3 | |
| 17 | RAIL | OBRA TPS | 2320 | 72% | 26 | 36.0 | 935.2 | 506.9 | 0.0 | 506.9 | 54% | | 30.7 | 29.0 | |
| 18 | RAIL | PANKI TPS EXT | 660 | 68% | 26 | 9.0 | 234.5 | 93.7 | 0.0 | 93.7 | 40% | | 8.0 | 8.5 | |
| 19 | RAIL | PARICHHA TPS | 920 | 58% | 26 | 14.3 | 371.3 | 206.6 | 0.0 | 206.6 | 56% | | 4.0 | 10.6 | |
| | | UPRVUNL-Total | 9115 | 69% | 23 | 132.2 | 3096.2 | 1786.9 | 0.0 | 1786.9 | 58% | 0 | 100.8 | 112.9 | |

| Chhatisgarh | | | | | | | | | | | | | | | |
|-------------|---------|---------------------|-------------|------------|-----------|-------------|--------------|---------------|------------|---------------|-------------|----------|-------------|-------------|--|
| 20 | RAIL | DSPM TPS | 500 | 91% | 26 | 7.3 | 189.4 | 370.6 | 0.0 | 370.6 | 196% | | 5.2 | 7.5 | |
| 21 | PITHEAD | KORBA-WEST TPS | 1340 | 45% | 17 | 21.3 | 362.9 | 658.6 | 0.0 | 658.6 | 181% | | 15.2 | 13.6 | |
| 22 | RAIL | MARWA TPS | 1000 | 88% | 26 | 15.9 | 413.7 | 636.9 | 0.0 | 636.9 | 154% | | 15.6 | 14.4 | |
| | | CSPGCL-Total | 2840 | 68% | 22 | 44.5 | 966.0 | 1666.1 | 0.0 | 1666.1 | 172% | 0 | 36.0 | 35.5 | |

| Gujarat | | | | | | | | | | | | | | | |
|---------|------|--------------------|-------------|------------|-----------|-------------|---------------|--------------|------------|--------------|------------|----------|-------------|-------------|--|
| 23 | RAIL | GANDHI NAGAR TPS | 630 | 48% | 26 | 9.4 | 243.3 | 71.5 | 0.0 | 71.5 | 29% | | 0.0 | 6.0 | |
| 24 | RAIL | UKAI TPS | 1110 | 27% | 26 | 16.5 | 429.2 | 312.2 | 0.0 | 312.2 | 73% | | 12.3 | 5.4 | |
| 25 | RAIL | WANAKBORI TPS | 2270 | 63% | 26 | 31.7 | 824.7 | 492.2 | 0.0 | 492.2 | 60% | | 3.9 | 28.5 | |
| | | GSECL-Total | 4010 | 51% | 26 | 57.6 | 1497.2 | 875.9 | 0.0 | 875.9 | 59% | 0 | 16.2 | 39.9 | |

| Madhya Pradesh | | | | | | | | | | | | | | | |
|----------------|---------|--------------------|------|-----|----|------|-------|-------|-----|-------|------|--|------|------|--|
| 26 | PITHEAD | AMARKANTAK EXT TPS | 210 | 41% | 17 | 2.8 | 48.1 | 78.5 | 0.0 | 78.5 | 163% | | 2.5 | 2.0 | |
| 27 | RAIL | SANJAY GANDHI TPS | 1340 | 73% | 26 | 17.9 | 464.1 | 315.2 | 0.0 | 315.2 | 68% | | 11.1 | 15.0 | |
| 28 | RAIL | SATPURA TPS | 500 | 91% | 26 | 6.7 | 174.8 | 121.9 | 0.0 | 121.9 | 70% | | 6.9 | 6.9 | |

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|---------------------|-------------------|--|---------------|-------------------------------|-----------------------------|---|--|-------------------------------|------------|--------------|---|--------------|----------------------------|---------------------------------|---|
| | | | | | | | | Indigenous | Import | Total | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 29 | RAIL | SHREE SINGAJI TPP | 2520 | 80% | 26 | 34.5 | 896.9 | 255.1 | 0.0 | 255.1 | 28% | | 32.0 | 34.0 | |
| MPPGCL-Total | | | 4570 | 77% | 26 | 61.9 | 1583.9 | 770.7 | 0.0 | 770.7 | 49% | 0 | 52.5 | 57.9 | |

| Maharashtra | | | | | | | | | | | | | | | |
|------------------------|------|------------------------------|--------------|------------|-----------|--------------|---------------|---------------|--------------|---------------|------------|----------|--------------|--------------|--|
| 30 | RAIL | BHUSAWAL TPS | 1870 | 61% | 26 | 30.6 | 795.5 | 338.0 | 0.0 | 338.0 | 42% | | 15.2 | 25.0 | |
| 31 | RAIL | CHANDRAPUR(MAHARASHTRA) STPS | 2920 | 54% | 26 | 47.8 | 1243.7 | 528.2 | 124.1 | 652.3 | 52% | | 45.3 | 31.6 | |
| 32 | RAIL | KHAPARKHEDA TPS | 1340 | 67% | 26 | 23.3 | 604.8 | 218.1 | 66.0 | 284.1 | 47% | | 20.7 | 19.9 | |
| 33 | RAIL | KORADI TPS | 2190 | 59% | 26 | 33.5 | 871.2 | 403.1 | 91.4 | 494.5 | 57% | | 14.6 | 31.0 | |
| 34 | RAIL | NASIK TPS | 630 | 53% | 26 | 12.2 | 316.4 | 108.4 | 75.9 | 184.3 | 49% | | 0.0 | 10.2 | |
| 35 | RAIL | PARAS TPS | 500 | 78% | 26 | 8.0 | 208.2 | 90.6 | 0.0 | 90.6 | 43% | | 7.7 | 7.3 | |
| 36 | RAIL | PARLI TPS | 750 | 79% | 26 | 11.9 | 309.5 | 80.2 | 0.0 | 80.2 | 26% | | 7.8 | 10.6 | |
| MAHAGENCO-Total | | | 10200 | 61% | 26 | 167.3 | 4349.3 | 1766.6 | 357.4 | 2124.0 | 49% | 0 | 111.3 | 135.6 | |

| Andhra Pradesh | | | | | | | | | | | | | | | |
|----------------------|------|--------------------|-------------|------------|-----------|-------------|---------------|--------------|------------|--------------|------------|----------|-------------|-------------|--|
| 37 | RAIL | Dr. N.TATA RAO TPS | 2560 | 77% | 26 | 42.0 | 1093.0 | 237.7 | 0.0 | 237.7 | 22% | * | 29.5 | 31.9 | MCL to ensure coal supply as per subgroup plan. GENCO to liquidate coal lying at the port. |
| 38 | RAIL | RAYALASEEMA TPS | 1650 | 58% | 26 | 28.0 | 727.3 | 109.9 | 0.0 | 109.9 | 15% | * | 17.0 | 21.2 | MCL to ensure coal supply as per subgroup plan. GENCO to liquidate coal lying at the port. |
| APGENCO-Total | | | 4210 | 69% | 26 | 70.0 | 1820.3 | 347.6 | 0.0 | 347.6 | 19% | 2 | 46.5 | 53.1 | |

| | | | | | | | | | | | | | | | |
|---------------------|----------|---------------------------|-------------|------------|-----------|-------------|--------------|--------------|-------------|--------------|------------|----------|-------------|-------------|--|
| 39 | RAIL-SEA | DAMODARAM SANJEEVAIAH TPS | 2400 | 67% | 26 | 32.0 | 832.5 | 159.1 | 11.1 | 170.2 | 20% | * | 12.1 | 22.5 | MCL to ensure coal supply as per subgroup plan. GENCO to liquidate coal lying at the port. |
| APPDCL-Total | | | 2400 | 67% | 26 | 32.0 | 832.5 | 159.1 | 11.1 | 170.2 | 20% | 1 | 12.1 | 22.5 | |

| Karnataka | | | | | | | | | | | | | | | |
|-------------------|------|-------------|-------------|------------|-----------|-------------|---------------|--------------|------------|--------------|------------|----------|-------------|-------------|--|
| 40 | RAIL | BELLARY TPS | 1700 | 80% | 26 | 25.8 | 671.8 | 283.9 | 0.0 | 283.9 | 42% | | 15.7 | 21.1 | |
| 41 | RAIL | RAICHUR TPS | 1720 | 58% | 26 | 27.5 | 715.2 | 338.0 | 0.0 | 338.0 | 47% | | 11.2 | 17.3 | |
| KPCL-Total | | | 3420 | 69% | 26 | 53.3 | 1387.0 | 621.9 | 0.0 | 621.9 | 45% | 0 | 26.9 | 38.4 | |

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|---------------|-------------------|--|---------------|-------------------------------|-----------------------------|---|--|-------------------------------|--------|-------|---|--------------|----------------------------|---------------------------------|---|
| | | | | | | | | Indigenous | Import | Total | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |

| | | | | | | | | | | | | | | | |
|-------------------|------|--------------|-------------|------------|-----------|-------------|--------------|--------------|------------|--------------|------------|----------|-------------|------------|--|
| 42 | RAIL | YERMARUS TPP | 1600 | 31% | 26 | 22.4 | 581.3 | 320.6 | 0.0 | 320.6 | 55% | | 11.4 | 7.6 | |
| RPCL-Total | | | 1600 | 31% | 26 | 22.4 | 581.3 | 320.6 | 0.0 | 320.6 | 55% | 0 | 11.4 | 7.6 | |

| Tamil Nadu | | | | | | | | | | | | | | | |
|-----------------------|---------------|---------------------------|-------------|------------|-----------|-------------|---------------|--------------|--------------|---------------|------------|----------|-------------|-------------|--|
| 43 | RAIL-SEA-RAIL | METTUR TPS | 840 | 84% | 26 | 14.5 | 376.0 | 180.4 | 0.0 | 180.4 | 48% | | 12.2 | 10.7 | |
| 44 | RAIL-SEA-RAIL | METTUR TPS-II | 600 | 72% | 26 | 10.3 | 268.6 | 153.7 | 4.4 | 158.1 | 59% | | 3.9 | 7.6 | |
| 45 | RAIL-SEA | NORTH CHENNAI TPS STAGE 1 | 630 | 77% | 26 | 10.8 | 282.0 | 185.7 | 0.0 | 185.7 | 66% | | 25.6 | 8.7 | |
| 46 | RAIL-SEA | NORTH CHENNAI TPS STAGE 2 | 1200 | 58% | 26 | 20.7 | 537.2 | 80.5 | 0.0 | 80.5 | 15% | * | 16.9 | 13.6 | GENCO to liquidate coal lying at the port and in transit. SCCL & MCL to ensure coal supply as per subgroup plan. |
| 47 | RAIL | NORTH CHENNAI TPS STAGE 3 | 800 | 31% | 26 | 10.9 | 284.3 | 32.1 | 148.3 | 180.4 | 16% | * | 0.0 | 0.0 | GENCO to liquidate coal lying at the port and in transit. SCCL & MCL to ensure coal supply as per subgroup plan. |
| 48 | RAIL-SEA | TUTICORIN TPS | 1050 | 48% | 26 | 19.1 | 496.2 | 318.7 | 0.0 | 318.7 | 64% | | 17.7 | 11.2 | |
| TANGEDCO-Total | | | 5120 | 60% | 26 | 86.3 | 2244.3 | 951.1 | 152.7 | 1103.8 | 49% | 2 | 76.3 | 51.8 | |

| Telangana | | | | | | | | | | | | | | | |
|-------------------|------|---------------|-------------|------------|-----------|-------------|--------------|--------------|------------|--------------|------------|----------|-------------|-------------|--|
| 49 | RAIL | SINGARENI TPP | 1200 | 65% | 26 | 15.6 | 405.4 | 124.9 | 0.0 | 124.9 | 31% | | 19.1 | 14.8 | |
| SCCL-Total | | | 1200 | 65% | 26 | 15.6 | 405.4 | 124.9 | 0.0 | 124.9 | 31% | 0 | 19.1 | 14.8 | |

| | | | | | | | | | | | | | | | |
|----------------------|------|--------------------------|-------------|------------|-----------|-------------|---------------|--------------|------------|--------------|------------|----------|-------------|-------------|---|
| 50 | ROAD | BHADRADRI TPP | 1080 | 74% | 26 | 16.2 | 420.5 | 74.7 | 0.0 | 74.7 | 18% | * | 18.1 | 14.9 | SCCL to ensure supply as per subgroup plan. |
| 51 | ROAD | KAKATIYA TPS | 1100 | 86% | 26 | 12.7 | 330.8 | 163.1 | 0.0 | 163.1 | 49% | | 12.7 | 13.1 | |
| 52 | RAIL | KOTHAGUDEM TPS (NEW) | 1000 | 73% | 26 | 15.7 | 407.3 | 64.4 | 0.0 | 64.4 | 16% | * | 16.8 | 15.2 | SCCL to ensure supply as per subgroup plan. |
| 53 | RAIL | KOTHAGUDEM TPS (STAGE-7) | 800 | 62% | 26 | 9.9 | 258.4 | 68.6 | 0.0 | 68.6 | 27% | | 8.8 | 8.4 | |
| 54 | RAIL | YADADRI TPS | 3200 | 22% | 26 | 43.7 | 1137.2 | 213.8 | 0.0 | 213.8 | 19% | * | 12.0 | 11.0 | SCCL to ensure supply as per subgroup plan. |
| TSGENCO-Total | | | 7180 | 51% | 26 | 98.2 | 2554.2 | 584.6 | 0.0 | 584.6 | 23% | 3 | 68.4 | 62.6 | |

| Jharkhand | | | | | | | | | | | | | | | |
|-----------|------|--------------|-----|-----|----|-----|-------|-------|-----|-------|------|--|-----|-----|--|
| 55 | RAIL | TENUGHAT TPS | 420 | 74% | 26 | 6.3 | 164.8 | 324.3 | 0.0 | 324.3 | 197% | | 3.6 | 5.5 | |

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|---------------|-------------------|--|---------------|-------------------------------|-----------------------------|---|--|-------------------------------|------------|--------------|---|--------------|----------------------------|---------------------------------|---|
| | | | | | | | | Indigenous | Import | Total | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| | | TVNL-Total | 420 | 74% | 26 | 6.3 | 164.8 | 324.3 | 0.0 | 324.3 | 197% | 0 | 3.6 | 5.5 | |

| Odisha | | | | | | | | | | | | | | | |
|--------|---------|-------------------|-------------|------------|-----------|-------------|--------------|--------------|------------|--------------|------------|----------|-------------|-------------|--|
| 56 | PITHEAD | IB VALLEY TPS | 1740 | 97% | 17 | 25.3 | 430.2 | 336.3 | 0.0 | 336.3 | 78% | | 27.4 | 28.6 | |
| | | OPGC-Total | 1740 | 97% | 17 | 25.3 | 430.2 | 336.3 | 0.0 | 336.3 | 78% | 0 | 27.4 | 28.6 | |

| West Bengal | | | | | | | | | | | | | | | |
|-------------|------|------------------|------------|------------|-----------|------------|--------------|-------------|------------|-------------|------------|----------|------------|------------|--|
| 57 | RAIL | D.P.L. TPS | 550 | 80% | 26 | 8.1 | 211.5 | 62.7 | 0.0 | 62.7 | 30% | | 4.1 | 6.9 | |
| | | DPL-Total | 550 | 80% | 26 | 8.1 | 211.5 | 62.7 | 0.0 | 62.7 | 30% | 0 | 4.1 | 6.9 | |

| | | | | | | | | | | | | | | | |
|----|------|-------------------|-------------|------------|-----------|-------------|---------------|---------------|------------|---------------|------------|----------|-------------|-------------|--|
| 58 | RAIL | BAKRESWAR TPS | 1050 | 90% | 26 | 13.4 | 348.6 | 95.9 | 0.0 | 95.9 | 28% | | 6.9 | 14.6 | |
| 59 | RAIL | BANDEL TPS | 270 | 71% | 26 | 3.6 | 94.8 | 112.1 | 0.0 | 112.1 | 118% | | 7.8 | 3.7 | |
| 60 | RAIL | KOLAGHAT TPS | 840 | 85% | 26 | 11.9 | 310.5 | 161.5 | 0.0 | 161.5 | 52% | | 11.4 | 11.4 | |
| 61 | RAIL | SAGARDIGHI TPS | 2260 | 73% | 26 | 30.2 | 785.2 | 643.0 | 0.0 | 643.0 | 82% | | 29.3 | 26.8 | |
| 62 | RAIL | SANTALDIH TPS | 500 | 70% | 26 | 6.4 | 166.3 | 135.9 | 0.0 | 135.9 | 82% | | 7.0 | 6.7 | |
| | | WBPD-Total | 4920 | 78% | 26 | 65.6 | 1705.4 | 1148.4 | 0.0 | 1148.4 | 67% | 0 | 62.4 | 63.2 | |

| NUPPL | | | | | | | | | | | | | | | |
|-------|------|--------------------|-------------|------------|-----------|-------------|--------------|--------------|------------|--------------|------------|----------|------------|-------------|--|
| 63 | RAIL | GHATAMPUR TPP | 1320 | 35% | 26 | 18.0 | 469.1 | 198.4 | 0.0 | 198.4 | 42% | | 4.1 | 20.0 | |
| | | NUPPL-Total | 1320 | 35% | 26 | 18.0 | 469.1 | 198.4 | 0.0 | 198.4 | 42% | 0 | 4.1 | 20.0 | |

| THDC | | | | | | | | | | | | | | | |
|------|------|-------------------|-------------|------------|-----------|-------------|--------------|--------------|------------|--------------|------------|----------|-------------|------------|--|
| 64 | RAIL | KHURJA TPP | 1320 | 78% | 26 | 18.0 | 469.1 | 208.8 | 0.0 | 208.8 | 45% | | 18.4 | 7.9 | |
| | | THDC-Total | 1320 | 78% | 26 | 18.0 | 469.1 | 208.8 | 0.0 | 208.8 | 45% | 0 | 18.4 | 7.9 | |

| SJVNL | | | | | | | | | | | | | | | |
|-------|------|--------------------|------------|------------|-----------|------------|--------------|-------------|------------|-------------|------------|----------|------------|------------|--|
| 65 | RAIL | BUXAR TPP | 660 | 73% | 26 | 9.0 | 234.5 | 35.5 | 0.0 | 35.5 | 15% | * | 7.7 | 8.0 | CCL to ensure supply of coal as per subgroup plan. |
| | | SJVNL-Total | 660 | 73% | 26 | 9.0 | 234.5 | 35.5 | 0.0 | 35.5 | 15% | 1 | 7.7 | 8.0 | |

| NTPC | | | | | | | | | | | | | | | |
|------|------|---------------|------|-----|----|------|-------|-------|-----|-------|-----|--|-----|------|--|
| 66 | RAIL | DADRI (NCTPP) | 1840 | 42% | 26 | 26.5 | 689.0 | 586.5 | 0.0 | 586.5 | 85% | | 7.6 | 18.8 | |

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|---------------|-------------------|--|---------------|-------------------------------|----------------------------|---|---------------------------------------|-------------------------------|--------|-------|---|--------------|----------------------------|---------------------------------|---|
| | | | | | | | | Indigenous | Import | Total | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 67 | PITHEAD | RIHAND STPS | 3000 | 68% | 17 | 38.6 | 656.5 | 549.9 | 0.0 | 549.9 | 84% | | 40.5 | 29.9 | |
| 68 | PITHEAD | SINGRAULI STPS | 2000 | 76% | 17 | 28.4 | 482.1 | 341.3 | 0.0 | 341.3 | 71% | | 27.5 | 26.6 | |
| 69 | RAIL | TANDA TPS | 1760 | 52% | 26 | 23.1 | 600.2 | 241.3 | 0.0 | 241.3 | 40% | | 11.9 | 15.6 | |
| 70 | RAIL | UNCHAHAHAR TPS | 1550 | 63% | 26 | 22.6 | 587.8 | 503.5 | 0.0 | 503.5 | 86% | | 11.1 | 17.6 | |
| 71 | RAIL | GADARWARA TPP | 1600 | 66% | 26 | 22.6 | 588.1 | 326.0 | 0.0 | 326.0 | 55% | | 20.3 | 17.4 | |
| 72 | RAIL | KHARGONE STPP | 1320 | 64% | 26 | 18.5 | 480.3 | 178.4 | 0.0 | 178.4 | 37% | | 28.0 | 15.6 | |
| 73 | PITHEAD | KORBA STPS | 2600 | 61% | 17 | 36.5 | 621.3 | 591.1 | 0.0 | 591.1 | 95% | | 37.3 | 32.7 | |
| 74 | PITHEAD | LARA TPP | 1600 | 76% | 17 | 21.1 | 357.9 | 560.7 | 0.0 | 560.7 | 157% | | 21.1 | 20.9 | |
| 75 | RAIL | MAUDA TPS | 2320 | 68% | 26 | 34.7 | 903.2 | 388.5 | 0.0 | 388.5 | 43% | | 46.9 | 31.9 | |
| 76 | PITHEAD | SIPAT STPS | 2980 | 76% | 17 | 39.6 | 672.8 | 539.2 | 0.0 | 539.2 | 80% | | 36.4 | 41.2 | |
| 77 | RAIL | SOLAPUR STPS | 1320 | 58% | 26 | 20.7 | 539.1 | 253.9 | 0.0 | 253.9 | 47% | | 11.6 | 13.6 | |
| 78 | PITHEAD | VINDHYACHAL STPS | 4760 | 69% | 17 | 68.4 | 1162.1 | 913.8 | 0.0 | 913.8 | 79% | | 77.9 | 63.4 | |
| 79 | RAIL | KUDGI STPP | 2400 | 50% | 26 | 35.5 | 922.9 | 358.3 | 0.0 | 358.3 | 39% | | 13.8 | 22.8 | |
| 80 | PITHEAD | RAMAGUNDEM STPS | 2600 | 48% | 17 | 34.8 | 592.4 | 515.7 | 0.0 | 515.7 | 87% | | 23.3 | 28.1 | |
| 81 | RAIL | SIMHADRI | 2000 | 70% | 26 | 31.3 | 812.6 | 319.6 | 0.0 | 319.6 | 39% | | 22.6 | 26.9 | |
| 82 | RAIL | TELANGANA STPP PH-1 | 1600 | 70% | 26 | 19.5 | 506.6 | 317.3 | 0.0 | 317.3 | 63% | | 18.9 | 16.4 | |
| 83 | RAIL | BARAUNI TPS | 500 | 37% | 26 | 6.5 | 169.2 | 188.9 | 0.0 | 188.9 | 112% | | 7.4 | 3.6 | |
| 84 | RAIL | BARH STPS | 3300 | 60% | 26 | 45.9 | 1193.7 | 712.5 | 0.0 | 712.5 | 60% | | 67.7 | 44.6 | |
| 85 | PITHEAD | DARLIPALI STPS | 1600 | 76% | 17 | 22.7 | 386.2 | 493.6 | 0.0 | 493.6 | 128% | | 26.0 | 11.9 | |
| 86 | PITHEAD | FARAKKA STPS | 2100 | 65% | 17 | 29.8 | 506.9 | 694.3 | 0.0 | 694.3 | 137% | | 33.4 | 24.4 | |
| 87 | PITHEAD | KAHALGAON TPS | 2340 | 67% | 17 | 38.8 | 659.8 | 596.7 | 0.0 | 596.7 | 90% | | 6.3 | 35.7 | |
| 88 | RAIL | MUZAFFARPUR TPS | 390 | 70% | 26 | 5.5 | 143.8 | 141.3 | 0.0 | 141.3 | 98% | | 7.4 | 5.0 | |
| 89 | RAIL | NABINAGAR STPP | 1980 | 71% | 26 | 26.3 | 683.7 | 666.8 | 0.0 | 666.8 | 98% | | 19.6 | 24.3 | |
| 90 | PITHEAD | NORTH KARANPURA TPP | 1980 | 73% | 17 | 28.4 | 482.7 | 581.8 | 0.0 | 581.8 | 121% | | 36.2 | 24.9 | |

| Sl. No./State | Mode of Transport | Name of Thermal Power Station/Performance of Utility # | Capacity (MW) | Current Month PLF (Tentative) | Normative Stock Reqd.(Days) | Daily Requirement @85% PLF (In '000 Tonnes) | Normative Stock Reqd.(In '000 Tonnes') | Actual Stock (In '000 Tonnes) | | | % of Actual Stock vis-à-vis Normative Stock | Critical (*) | Receipt of the day('000 T) | Consumption of the day ('000 T) | Reasons for critical coal stock/Remarks |
|---------------------------------|-------------------|--|---------------|-------------------------------|-----------------------------|---|--|-------------------------------|-------------|----------------|---|--------------|----------------------------|---------------------------------|---|
| | | | | | | | | Indigenous | Import | Total | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 91 | PITHEAD | TALCHER STPS | 3000 | 76% | 17 | 45.8 | 778.2 | 458.7 | 0.0 | 458.7 | 59% | | 32.7 | 44.6 | |
| 92 | RAIL | BONGAIGAON TPP | 750 | 63% | 26 | 9.7 | 251.0 | 191.7 | 0.0 | 191.7 | 76% | | 11.3 | 7.5 | |
| NTPC-Total | | | 55190 | 65% | 21 | 781.8 | 16430.1 | 12211.3 | 0.0 | 12211.3 | 74% | 0 | 704.7 | 665.9 | |
| NTPC JV | | | | | | | | | | | | | | | |
| 93 | RAIL | INDIRA GANDHI STPP | 1500 | 63% | 26 | 21.2 | 551.4 | 428.6 | 0.0 | 428.6 | 78% | | 0.0 | 15.8 | |
| 94 | RAIL | MEJA STPP | 1320 | 74% | 26 | 17.9 | 464.2 | 310.3 | 0.0 | 310.3 | 67% | | 19.4 | 15.9 | |
| 95 | RAIL | BHILAI TPS | 500 | 83% | 26 | 7.8 | 203.7 | 212.3 | 0.0 | 212.3 | 104% | | 7.6 | 7.6 | |
| 96 | RAIL | SEIONI TPP | 600 | 84% | 26 | 9.8 | 255.9 | 147.8 | 0.0 | 147.8 | 58% | | 11.2 | 9.8 | |
| 97 | RAIL-SEA | VALLUR TPP | 1500 | 81% | 26 | 24.9 | 646.8 | 358.4 | 0.0 | 358.4 | 55% | | 39.3 | 18.9 | |
| 98 | RAIL | NABINAGAR TPP | 1000 | 79% | 26 | 13.8 | 359.6 | 325.1 | 0.0 | 325.1 | 90% | | 19.0 | 12.5 | |
| 99 | RAIL | PATRATU STPP | 1600 | 38% | 26 | 21.9 | 568.6 | 441.4 | 0.0 | 441.4 | 78% | | 18.0 | 8.1 | |
| NTPC JV-Total | | | 8020 | 68% | 26 | 117.3 | 3050.2 | 2223.9 | 0.0 | 2223.9 | 73% | 0 | 114.5 | 88.6 | |
| TOTAL NTPC & NTPC JV | | | 63210 | 65% | 22 | 899.1 | 19480.3 | 14435.2 | 0.0 | 14435.2 | 76% | 0 | 819.2 | 754.5 | |
| DVC | | | | | | | | | | | | | | | |
| 100 | RAIL | BOKARO TPS `A` EXP | 500 | 85% | 26 | 6.4 | 167.6 | 201.7 | 0.0 | 201.7 | 120% | | 4.5 | 6.1 | |
| 101 | RAIL | CHANDRAPURA(DVC) TPS | 500 | 81% | 26 | 7.7 | 199.7 | 116.7 | 0.0 | 116.7 | 58% | | 8.0 | 7.6 | |
| 102 | RAIL | DURGAPUR STEEL TPS | 1000 | 81% | 26 | 13.2 | 342.1 | 311.0 | 0.0 | 311.0 | 91% | | 0.0 | 11.7 | |
| 103 | RAIL | KODARMA TPP | 1000 | 80% | 26 | 14.7 | 382.9 | 308.5 | 0.0 | 308.5 | 81% | | 19.5 | 14.0 | |
| 104 | RAIL | MEJIA TPS | 2340 | 71% | 26 | 31.4 | 816.7 | 437.7 | 0.0 | 437.7 | 54% | | 36.2 | 28.1 | |
| 105 | RAIL | RAGHUNATHPUR TPP | 1200 | 42% | 26 | 16.9 | 439.8 | 505.2 | 0.0 | 505.2 | 115% | | 4.2 | 8.3 | |
| DVC-Total | | | 6540 | 70% | 26 | 90.3 | 2348.8 | 1880.8 | 0.0 | 1880.8 | 80% | 0 | 72.4 | 75.8 | |
| NTPL | | | | | | | | | | | | | | | |
| 106 | RAIL-SEA | NTPL TUTICORIN TPP | 1000 | 53% | 26 | 15.6 | 405.2 | 50.4 | 87.6 | 138.0 | 18% | * | 1.9 | 12.3 | Railways to supply of rakes as per sub group plan |
| NTPL-Total | | | 1000 | 53% | 26 | 15.6 | 405.2 | 50.4 | 87.6 | 138.0 | 18% | 1 | 1.9 | 12.3 | |
| IPP | | | | | | | | | | | | | | | |
| 107 | RAIL | ADANI POWER LIMITED KAWAI TPP | 1320 | 77% | 26 | 15.3 | 397.7 | 75.4 | 50.3 | 125.7 | 27% | | 15.2 | 11.4 | |

| Sl. No./State | Mode of Transport | Name of Thermal Power Station/Performance of Utility # | Capacity (MW) | Current Month PLF (Tentative) | Normative Stock Reqd.(Days) | Daily Requirement @85% PLF (In '000 Tonnes) | Normative Stock Reqd.(In '000 Tonnes') | Actual Stock (In '000 Tonnes) | | | % of Actual Stock vis-à-vis Normative Stock | Critical (*) | Receipt of the day('000 T) | Consumption of the day ('000 T) | Reasons for critical coal stock/Remarks |
|---------------|-------------------|--|---------------|-------------------------------|-----------------------------|---|--|-------------------------------|--------|--------|---|--------------|----------------------------|---------------------------------|--|
| | | | | | | | | Indigenous | Import | Total | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 108 | RAIL | ADANI POWER LIMITED RAIGARH TPP | 600 | 57% | 26 | 8.8 | 229.8 | 248.3 | 0.0 | 248.3 | 108% | | 5.8 | 8.5 | |
| 109 | RAIL | ADANI POWER LIMITED RAIPUR TPP | 1370 | 82% | 26 | 19.3 | 500.7 | 138.5 | 0.0 | 138.5 | 28% | | 15.9 | 20.9 | |
| 110 | RAIL | ADANI POWER LIMITED TIRODA TPP | 3300 | 82% | 26 | 43.4 | 1129.0 | 234.4 | 0.0 | 234.4 | 21% | * | 46.1 | 39.6 | Plant to ensure timely unloading of rakes. Railways to supply rakes on priority as per sub group allocation. |
| 111 | RAIL | AMRAVATI TPS | 1350 | 91% | 26 | 18.0 | 467.6 | 151.8 | 0.0 | 151.8 | 32% | | 19.4 | 15.0 | |
| 112 | PITHEAD | ANPARA C TPS | 1200 | 76% | 17 | 15.5 | 264.3 | 73.4 | 0.0 | 73.4 | 28% | | 16.1 | 16.4 | |
| 113 | RAIL | ANUPPUR TPP | 1250 | 73% | 26 | 16.7 | 434.9 | 398.2 | 0.0 | 398.2 | 92% | | 20.5 | 16.8 | |
| 114 | RAIL | BALCO TPS | 600 | 88% | 26 | 7.4 | 191.9 | 99.7 | 0.0 | 99.7 | 52% | | 15.2 | 9.3 | |
| 115 | ROAD | BANDAKHAR TPP | 300 | 83% | 26 | 4.4 | 114.6 | 74.4 | 0.0 | 74.4 | 65% | | 7.7 | 4.2 | |
| 116 | RAIL | BARADARHA TPS | 1200 | 93% | 26 | 15.7 | 408.0 | 293.8 | 0.0 | 293.8 | 72% | | 23.2 | 18.7 | |
| 117 | RAIL | BARKHERA TPS | 90 | 52% | 26 | 1.4 | 37.4 | 46.8 | 0.0 | 46.8 | 125% | | 0.0 | 1.1 | |
| 118 | RAIL | BELA TPS | 270 | 87% | 26 | 3.8 | 99.4 | 74.4 | 0.0 | 74.4 | 75% | | 2.1 | 3.6 | |
| 119 | RAIL | BINA TPS | 500 | 63% | 26 | 7.4 | 191.2 | 163.4 | 0.0 | 163.4 | 85% | | 0.0 | 6.7 | |
| 120 | RAIL | BINJKOTE TPP | 600 | 90% | 26 | 9.1 | 237.1 | 277.0 | 0.0 | 277.0 | 117% | | 17.2 | 8.8 | |
| 121 | RAIL | BUDGE BUDGE TPS | 750 | 91% | 26 | 9.6 | 249.8 | 141.1 | 0.0 | 141.1 | 56% | | 7.7 | 9.8 | |
| 122 | ROAD | BUTIBORI TPP | 600 | 74% | 26 | 8.2 | 213.2 | 30.5 | 0.0 | 30.5 | 14% | * | 9.8 | 9.6 | SECL to ensure supply as per subgroup plan. |
| 123 | RAIL | DAHANU TPS | 500 | 66% | 26 | 7.1 | 185.1 | 63.3 | 0.0 | 63.3 | 34% | | 4.2 | 6.2 | |
| 124 | ROAD | DERANG TPP | 1200 | 64% | 26 | 17.6 | 458.3 | 1106.6 | 0.0 | 1106.6 | 241% | | 11.8 | 18.1 | |
| 125 | RAIL | DHARIWAL TPP | 600 | 69% | 26 | 7.8 | 203.7 | 210.7 | 0.0 | 210.7 | 103% | | 4.9 | 3.7 | |
| 126 | RAIL | GMR WARORA TPS | 600 | 92% | 26 | 7.9 | 204.3 | 157.8 | 0.0 | 157.8 | 77% | | 10.3 | 7.8 | |
| 127 | RAIL | HALDIA TPP | 600 | 100% | 26 | 7.9 | 206.5 | 131.2 | 0.0 | 131.2 | 63% | | 0.0 | 9.7 | |
| 128 | RAIL | HIRANMAYE TPP | 300 | 86% | 26 | 5.1 | 133.5 | 189.9 | 0.0 | 189.9 | 142% | | 7.6 | 4.3 | |
| 129 | RAIL | JOJOBERA TPS | 240 | 82% | 26 | 3.2 | 83.0 | 85.1 | 0.0 | 85.1 | 103% | | 0.0 | 2.7 | |
| 130 | RAIL | JSW Energy Utkal Limited | 700 | 77% | 26 | 12.0 | 311.5 | 133.6 | 0.0 | 133.6 | 43% | | 7.7 | 11.8 | |
| 131 | RAIL | JSW Mahanadi Power Company Limited | 1800 | 89% | 26 | 22.9 | 595.7 | 562.5 | 0.0 | 562.5 | 94% | | 16.5 | 25.2 | |

| Sl. No./State | Mode of Transport | Name of Thermal Power Station/Performance of Utility # | Capacity (MW) | Current Month PLF (Tentative) | Normative Stock Req.(Days) | Daily Requirement @85% PLF (In '000 Tonnes) | Normative Stock Req.(In '000 Tonnes') | Actual Stock (In '000 Tonnes) | | | % of Actual Stock vis-à-vis Normative Stock | Critical (*) | Receipt of the day('000 T) | Consumption of the day ('000 T) | Reasons for critical coal stock/Remarks |
|---------------|-------------------|--|---------------|-------------------------------|----------------------------|---|---------------------------------------|-------------------------------|--------|-------|---|--------------|----------------------------|---------------------------------|---|
| | | | | | | | | Indigenous | Import | Total | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 132 | RAIL | KAMALANGA TPS | 1050 | 86% | 26 | 16.3 | 424.4 | 349.6 | 0.0 | 349.6 | 82% | | 22.2 | 10.2 | |
| 133 | RAIL | KHAMBARKHERA TPS | 90 | 59% | 26 | 1.4 | 37.4 | 50.1 | 0.0 | 50.1 | 134% | | 0.0 | 1.1 | |
| 134 | RAIL | KUNDARKI TPS | 90 | 58% | 26 | 1.3 | 34.7 | 54.1 | 0.0 | 54.1 | 156% | | 0.0 | 1.1 | |
| 135 | RAIL | LALITPUR TPS | 1980 | 78% | 26 | 25.4 | 659.5 | 486.0 | 0.0 | 486.0 | 74% | | 24.3 | 23.4 | |
| 136 | RAIL | Maadurga Thermal Power Company Ltd. | 60 | 78% | 26 | 1.2 | 30.7 | 24.2 | 0.0 | 24.2 | 79% | | 0.8 | 1.0 | |
| 137 | RAIL | MAHADEV PRASAD STPP | 540 | 84% | 26 | 7.9 | 205.6 | 75.9 | 0.0 | 75.9 | 37% | | 9.2 | 6.6 | |
| 138 | RAIL | MAHAN TPP | 1200 | 86% | 26 | 14.9 | 387.6 | 39.3 | 0.0 | 39.3 | 10% | * | 5.2 | 14.8 | Plant to lift more coal through road |
| 139 | RAIL | MAHATMA GANDHI TPS | 1320 | 65% | 26 | 16.6 | 431.3 | 462.0 | 0.0 | 462.0 | 107% | | 11.0 | 14.9 | |
| 140 | RAIL | MAITHON RB TPP | 1050 | 81% | 26 | 12.7 | 330.3 | 371.1 | 0.0 | 371.1 | 112% | | 12.9 | 11.4 | |
| 141 | RAIL | MAQSOODPUR TPS | 90 | 59% | 26 | 1.4 | 37.2 | 51.1 | 0.0 | 51.1 | 137% | | 0.0 | 1.1 | |
| 142 | ROAD | NAWAPARA TPP | 600 | 91% | 26 | 8.3 | 216.7 | 383.2 | 0.0 | 383.2 | 177% | | 5.1 | 8.5 | |
| 143 | RAIL | NIGRI TPP | 1320 | 86% | 26 | 15.3 | 397.7 | 197.9 | 0.0 | 197.9 | 50% | | 14.3 | 14.8 | |
| 144 | ROAD | NIWARI TPP | 90 | 80% | 26 | 1.6 | 41.6 | 6.6 | 0.0 | 6.6 | 16% | * | 0.0 | 1.4 | SECL to ensure supply as per subgroup plan. |
| 145 | RAIL-SEA-ROAD | OPG Power Generation Private Limited | 414 | 69% | 26 | 6.2 | 160.7 | 61.4 | 37.6 | 98.9 | 55% | | 7.8 | 5.0 | |
| 146 | ROAD | OP JINDAL TPS | 1000 | 95% | 26 | 15.9 | 413.2 | 189.4 | 0.0 | 189.4 | 46% | | 20.2 | 19.1 | |
| 147 | RAIL-SEA | PAINAMPURAM TPP | 1320 | 87% | 26 | 19.0 | 495.0 | 271.3 | 0.0 | 271.3 | 55% | | 17.5 | 17.6 | |
| 148 | RAIL | PATHADI TPP | 600 | 85% | 26 | 8.5 | 220.5 | 299.9 | 0.0 | 299.9 | 136% | | 9.6 | 4.0 | |
| 149 | RAIL | PRAYAGRAJ TPP | 1980 | 81% | 26 | 23.4 | 609.1 | 419.2 | 0.0 | 419.2 | 69% | | 31.4 | 24.9 | |
| 150 | RAIL | RAJPURA TPP | 1400 | 78% | 26 | 16.0 | 416.6 | 433.3 | 0.0 | 433.3 | 104% | | 20.0 | 15.8 | |
| 151 | RAIL | ROSA TPP Ph-I | 1200 | 71% | 26 | 15.3 | 397.2 | 485.5 | 0.0 | 485.5 | 122% | | 11.7 | 12.1 | |
| 152 | RAIL | SABARMATI (D-F STATIONS) | 362 | 70% | 26 | 4.3 | 112.3 | 77.3 | 23.4 | 100.7 | 90% | | 8.0 | 2.7 | |
| 153 | PITHEAD | SASAN UMTTP | 3960 | 91% | 17 | 47.3 | 803.4 | 209.3 | 0.0 | 209.3 | 26% | | 61.2 | 51.0 | |
| 154 | RAIL-SEA | SGPL TPP | 1320 | 90% | 26 | 17.4 | 453.0 | 213.7 | 198.2 | 411.9 | 67% | | 8.9 | 17.2 | Plant has 70 TT of SHAKTI B(viii)a coal |
| 155 | RAIL | SHIRPUR TPP | 300 | 86% | 26 | 4.3 | 111.2 | 113.4 | 0.0 | 113.4 | 102% | | 0.8 | 4.1 | |

| Sl. No./State | Mode of Transport | Name of Thermal Power Station/Performance of Utility # | Capacity (MW) | Current Month PLF (Tentative) | Normative Stock Req.(Days) | Daily Requirement @85% PLF (In '000 Tonnes) | Normative Stock Req.(In '000 Tonnes') | Actual Stock (In '000 Tonnes) | | | % of Actual Stock vis-à-vis Normative Stock | Critical (*) | Receipt of the day('000 T) | Consumption of the day ('000 T) | Reasons for critical coal stock/Remarks |
|---------------|-------------------|--|---------------|-------------------------------|----------------------------|---|---------------------------------------|-------------------------------|--------|---------|---|--------------|----------------------------|---------------------------------|--|
| | | | | | | | | Indigenous | Import | Total | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 156 | RAIL | SOUTHERN REPL. TPS | 135 | 83% | 26 | 2.2 | 57.4 | 47.0 | 0.0 | 47.0 | 82% | | 4.0 | 2.1 | |
| 157 | RAIL | TALWANDI SABO TPP | 1980 | 65% | 26 | 25.0 | 651.1 | 508.6 | 0.0 | 508.6 | 78% | | 21.0 | 14.0 | |
| 158 | ROAD | TAMNAR TPP | 2400 | 93% | 26 | 38.4 | 998.0 | 394.6 | 1.7 | 396.3 | 40% | | 48.9 | 46.2 | |
| 159 | RAIL | TUTICORIN (P) TPP | 300 | 24% | 26 | 4.1 | 106.6 | 15.4 | 43.0 | 58.4 | 21% | * | 3.6 | 0.9 | New plant added, plant is building up coal stock |
| 160 | RAIL | UCHPINDA TPP | 1440 | 86% | 26 | 21.6 | 562.1 | 198.1 | 0.0 | 198.1 | 35% | | 23.7 | 23.8 | |
| 161 | RAIL | UTRAULA TPS | 90 | 58% | 26 | 1.5 | 37.7 | 58.0 | 0.0 | 58.0 | 154% | | 1.8 | 1.1 | |
| 162 | RAIL | Vedanta Ltd Chhattisgarh TPP | 600 | 0% | 26 | 7.4 | 191.9 | 265.1 | 0.0 | 265.1 | 138% | | 0.0 | 0.0 | |
| 163 | RAIL | VEDANTA TPP | 600 | 61% | 26 | 9.6 | 250.1 | 78.5 | 0.0 | 78.5 | 31% | | 0.0 | 7.2 | |
| 164 | RAIL | VIZAG TPP | 1040 | 86% | 26 | 17.5 | 454.5 | 173.2 | 0.0 | 173.2 | 38% | | 21.3 | 16.8 | |
| 165 | ROAD | WARDHA WARORA TPP | 540 | 82% | 26 | 7.2 | 186.7 | 303.1 | 0.0 | 303.1 | 162% | | 7.7 | 7.5 | |
| IPP-Total | | | 54301 | 81% | 25 | 732.2 | 18471.2 | 12528.2 | 354.2 | 12882.3 | 70% | 5 | 719.0 | 693.3 | |
| TOTAL A | | | 204236 | 69% | 24 | 2900.4 | 70163.4 | 44760.5 | 963.0 | 45723.4 | 65% | 15 | 2396.0 | 2438.5 | |

B. PLANTS DESIGNED ON IMPORTED COAL

| Gujarat | | | | | | | | | | | | | | | |
|-----------|-----|---|------|-----|----|------|-------|-------|-------|-------|------|---|------|------|---|
| 166 | Sea | SIKKA REP. TPS | 500 | 39% | 26 | 5.3 | 138.4 | 4.1 | 56.5 | 60.6 | 43% | | 3.9 | 3.7 | |
| Sub-Total | | | 500 | 39% | 26 | 5.3 | 138.4 | 4.1 | 56.5 | 60.6 | 44% | 0 | 3.9 | 3.7 | |
| IPP | | | | | | | | | | | | | | | |
| 167 | Sea | ADANI POWER LIMITED MUNDRA TPP - III | 1980 | 73% | 26 | 22.9 | 595.5 | 0.0 | 23.5 | 23.5 | 3% | * | 17.5 | 21.5 | Plant to build up stock through import |
| 168 | Sea | ADANI POWER LIMITED MUNDRA TPP - I & II | 2640 | 62% | 26 | 29.6 | 768.7 | 0.0 | 65.8 | 65.8 | 8% | * | 46.8 | 22.6 | Plant to build up stock through import |
| 169 | Sea | ADANI POWER LIMITED UDUPI TPP | 1200 | 77% | 26 | 10.4 | 269.9 | 0.0 | 63.5 | 63.5 | 23% | * | 7.1 | 7.2 | Plant to build up stock through import |
| 170 | Sea | ITPCL TPP | 1200 | 59% | 26 | 14.1 | 365.3 | 0.0 | 464.4 | 464.4 | 127% | | 13.6 | 12.2 | |
| 171 | Sea | JSW RATNAGIRI TPP | 300 | 52% | 26 | 2.5 | 64.9 | 0.0 | 39.6 | 39.6 | 61% | | 0.0 | 2.0 | |
| 172 | Sea | MEENAKSHI ENERGY LTD | 1000 | 27% | 26 | 10.2 | 264.7 | 146.0 | 6.6 | 152.6 | 57% | | 9.5 | 1.6 | |
| 173 | Sea | MUNDRA UMTTP | 4000 | 76% | 26 | 32.9 | 855.0 | 0.0 | 550.0 | 550.0 | 64% | | 68.4 | 24.5 | |
| 174 | Sea | MUTHIARA TPP | 1200 | 69% | 26 | 16.7 | 434.1 | 0.0 | 98.9 | 98.9 | 22% | * | 21.6 | 13.8 | MCL to supply coal as per subgroup plan as plant has less coal stock. |

| Sl. No./State | Mode of Transport | Name of Thermal Power Station/Performance of Utility # | Capacity (MW) | Current Month PLF (Tentative) | Normative Stock Req.(Days) | Daily Requirement @85% PLF (In '000 Tonnes) | Normative Stock Req.(In '000 Tonnes') | Actual Stock (In '000 Tonnes) | | | % of Actual Stock vis-à-vis Normative Stock | Critical (*) | Receipt of the day('000 T) | Consumption of the day ('000 T) | Reasons for critical coal stock/Remarks |
|---------------|-------------------|--|---------------|-------------------------------|----------------------------|---|---------------------------------------|-------------------------------|--------|--------|---|--------------|----------------------------|---------------------------------|--|
| | | | | | | | | Indigenous | Import | Total | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 175 | Sea | SALAYA TPP | 1200 | 75% | 26 | 10.8 | 282.0 | 0.0 | 228.0 | 228.0 | 80% | | 0.0 | 9.1 | |
| 176 | Sea | SHREE CEMENT LTD TPS | 344 | 43% | 26 | 3.5 | 91.2 | 7.0 | 10.6 | 17.6 | 19% | * | 2.6 | 1.4 | Plant to build up stock through import |
| 177 | Sea | SIMHAPURI TPS | 600 | 69% | 26 | 6.3 | 162.9 | 9.3 | 64.0 | 73.3 | 44% | | 8.6 | 5.0 | |
| 178 | Sea | TORANGALLU TPS(SBU-I) | 260 | 93% | 26 | 2.7 | 69.0 | 0.0 | 0.0 | 0.0 | 0% | * | 2.1 | 2.1 | Plant to build up stock through import |
| 179 | Sea | TORANGALLU TPS(SBU-II) | 600 | 71% | 26 | 6.1 | 159.1 | 0.0 | 10.3 | 10.3 | 6% | * | 0.0 | 5.3 | Plant to build up stock through import |
| 180 | Sea | TROMBAY TPS | 750 | 59% | 26 | 9.7 | 253.0 | 0.0 | 210.4 | 210.4 | 83% | | 9.8 | 6.5 | |
| 181 | Sea | Tulsyan NEC Limited | 70 | 0% | 26 | 1.0 | 24.9 | 5.2 | 0.0 | 5.2 | 20% | * | 0.0 | 0.0 | New plant added, plant is building up coal stock |
| 182 | Sea | TUTICORIN TPP ST-IV | 525 | 0% | 26 | 4.9 | 127.3 | 0.0 | 78.2 | 78.2 | 61% | | 0.0 | 0.0 | |
| Sub-Total | | | 17869 | 65% | 26 | 184.1 | 4787.5 | 167.5 | 1913.8 | 2081.3 | 43% | 8 | 207.6 | 134.8 | |
| TOTAL B | | | 18369 | 69% | 26 | 189.5 | 4925.9 | 171.6 | 1970.3 | 2141.9 | 43% | 8 | 211.5 | 138.5 | |

C. NOT IN OPERATION

| Telangana | | | | | | | | | | | | | | | |
|------------------------|------|------------------|------|----|----|-----|-------|-----|-----|-----|----|---|-----|-----|------------------|
| 183 | ROAD | RAMAGUNDEM-B TPS | | 0% | 26 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% | | 0.0 | 0.0 | not in operation |
| NOT IN OPERATION-Total | | | null | 0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% | 0 | 0.0 | 0.0 | |
| IPP | | | | | | | | | | | | | | | |
| 184 | ROAD | GEPL TPP Ph-I | 120 | 0% | 26 | 2.4 | 63.6 | 0.0 | 0.0 | 0.0 | 0% | | 0.0 | 0.0 | not in operation |
| 185 | RAIL | MIHAN TPS | 246 | 0% | 26 | 3.4 | 87.4 | 0.0 | 0.0 | 0.0 | 0% | | 0.0 | 0.0 | not in operation |
| 186 | RAIL | TCP Limited | 64 | 0% | 26 | 0.9 | 22.6 | 0.0 | 0.0 | 0.0 | 0% | | 0.0 | 0.0 | not in operation |
| NOT IN OPERATION-Total | | | 430 | 0% | 26 | 6.7 | 173.6 | 0.0 | 0.0 | 0.0 | 0% | 0 | 0.0 | 0.0 | |
| TOTAL C | | | 430 | 0% | 26 | 6.7 | 173.6 | 0.0 | 0.0 | 0.0 | 0% | 0 | 0.0 | 0.0 | |

D. PLANTS BASE ON WASHERY REJECTS

| | | | | | | | | | | | | | | | |
|-----|------|----------------|-----|-----|----|-----|-------|------|-----|------|-----|---|-----|-----|--------------------------------|
| 187 | ROAD | CHAKABURA TPP | 30 | 62% | 26 | 1.7 | 45.3 | 5.2 | 7.4 | 12.5 | 16% | * | 1.0 | 1.0 | Plant based on washery rejects |
| 188 | ROAD | KASAIPALLI TPP | 270 | 51% | 26 | 5.3 | 137.8 | 11.8 | 0.0 | 11.8 | 9% | * | 2.9 | 3.9 | Plant based on washery rejects |
| 189 | ROAD | RATIJA TPS | 100 | 85% | 26 | 2.6 | 67.5 | 2.0 | 0.0 | 2.0 | 3% | * | 2.7 | 2.6 | Plant based on washery rejects |
| 190 | ROAD | SVPL TPP | 63 | 85% | 26 | 1.6 | 42.2 | 0.0 | 0.0 | 0.0 | 0% | * | 1.0 | 2.0 | Plant based on washery rejects |

| Sl. No./State | Mode of Transport | Name of Thermal Power Station/Performance of Utility # | Capacity (MW) | Current Month PLF (Tentative) | Normative Stock Reqd.(Days) | Daily Requirement @85% PLF (In '000 Tonnes) | Normative Stock Reqd.(In '000 Tonnes') | Actual Stock (In '000 Tonnes) | | | % of Actual Stock vis-à-vis Normative Stock | Critical (*) | Receipt of the day('000 T) | Consumption of the day ('000 T) | Reasons for critical coal stock/Remarks |
|---------------|-------------------|--|---------------|-------------------------------|-----------------------------|---|--|-------------------------------|--------|-------|---|--------------|----------------------------|---------------------------------|---|
| | | | | | | | | Indigenous | Import | Total | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| | | WASHERY REJECTS-Total | 463 | 64% | 26 | 11.3 | 292.8 | 19.0 | 7.4 | 26.3 | 9% | 4 | 7.6 | 9.5 | |
| | | TOTAL D | 463 | 64% | 26 | 11.3 | 292.8 | 19.0 | 7.4 | 26.3 | 8% | 4 | 7.6 | 9.5 | |

| | | | | | | | | | | | | | | |
|--|------------------------------|---------------|------------|-----------|---------------|----------------|----------------|---------------|----------------|------------|-----------|---------------|---------------|--|
| | DCB Total | 205129 | 69% | 24 | 2918.3 | 70629.8 | 44779.5 | 970.4 | 45749.7 | 64% | 19 | 2403.6 | 2448.0 | |
| | ICB Total | 18369 | 64% | 26 | 189.5 | 4925.9 | 171.6 | 1970.3 | 2141.9 | 43% | 8 | 211.5 | 138.5 | |
| | Grand Total = A+B+C+D | 223498 | 69% | 24 | 3107.8 | 75555.7 | 44951.1 | 2940.7 | 47891.6 | 63% | 27 | 2615.1 | 2586.5 | |

| SI.No. | Plants Category | Capacity (MW) | Daily Requirement (TT) | Total Stock (TT) |
|-------------------|-----------------------------------|---------------|------------------------|------------------|
| A | Plants based on domestic coal | 204236 | 2900 | 45723 |
| B | Plants designed on imported coal | 18369 | 189 | 2142 |
| C | Plants currently not in operation | 430 | 7 | 0 |
| D | Plants based on washeryrejects | 463 | 11 | 26 |
| ALL PLANTS | | 223498 | 3108 | 47892 |

| Plants as Pithead /Non-Pithead | | | | | | | | | |
|--------------------------------|------------------|---------------|---------------|-------------------|------------------------|------------------------|---------------------|----------------------|---------------------------------------|
| DCB/ICB | Mode | No. of Plants | Capacity (MW) | Daily Req (000 T) | Domestic Stock (000 T) | Imported Stock (000 T) | Total Stock (000 T) | Normative Stock (TT) | % of Actual Stock vis-à-vis Normative |
| DCB | Pithead | 18 | 41640 | 583.0 | 8674.2 | 0.0 | 8674.2 | 9910.8 | 87% |
| | Non-Pithead | 155 | 163489 | 2335.3 | 36105.3 | 970.4 | 37075.5 | 60719.0 | 61% |
| | DCB-TOTAL | 173 | 205129 | 2918.3 | 44779.5 | 970.4 | 45749.7 | 70629.8 | 64% |
| ICB | Non-Pithead | 17 | 18369 | 189.5 | 171.6 | 1970.3 | 2141.9 | 4925.9 | 43% |
| | Total | 190 | 223498 | 3107.8 | 44951.1 | 2940.7 | 47891.6 | 75555.7 | 63% |

| No of plants having critical stock (*) | |
|--|-----------|
| Plants based on domestic coal | 15 |
| Plants designed on imported coal | 8 |
| Plants currently not in operation | 0 |
| Plants based on washery rejects | 4 |
| Total | 27 |

Plant has yet to submit the coal data