CHAPTER FOUR

RESULTS AND ANALYSIS

4.1 Introduction

This chapter presents the comprehensive results found from the voltage stability assessment of the Nairobi area's 66kV power circulation network. The analysis was conducted using MATLAB-

Simulink following the methodology outlined in Chapter 3[1], [16]. The study emphases on four main substations: Juja Road (132/66 kV), Ruaraka (132/66 kV), Nairobi North (220/66 kV), and

Embakasi (220/66 kV). The findings include modal examination, voltage stability indices, detailed load flow analysis, and the efficiency of Flexible AC Transmission System (FACTS) components—specifically. The Static Var Compensator (SVC) and Thyristor Controlled Series Compensator (TCSC)—in ornamental system stability [3], [6].

This investigate covers several aspects of voltage stability assessment, including static voltage stability analysis, dynamic response evaluation, contingency analysis, and economic feasibility assessment. The findings reveal important buses and broadcast lines, shed light on the network's present operating state, and show how well the suggested improvement measures perform. The results serve as a foundation for strategic planning and investment choices in the Nairobi power distribution infrastructure [14], [20].

4.2 System Configuration and Base Case Data

The Nairobi 66kV distribution network is a erudite radial distribution system that spans 137.4 kilometers and is made up of 15 buses linked by 14 transmission lines. With a combined peak demand of 187.1 MW and 93.8 MVAr, the network delivers service to both residential and industrial loads [8], [16]. The system topology reflects Nairobi's urban distribution decoration, with larger attentions of industrial loads in certain regions, such the Industrial Area, and mixed residential-commercial loads in other spaces.

4.2.1 Detailed Bus Data Analysis

The comprehensive bus data analysis as stated in the figure 4.1 reveals significant variations in load distribution across the network, with Industrial Area (Bus 11) representing the single largest load center at 22.1 MW, followed by Thika Road (Bus 14) at 19.2 MW and Embakasi (Bus 4) at 18.3 MW [8]. The load distribution pattern indicates:

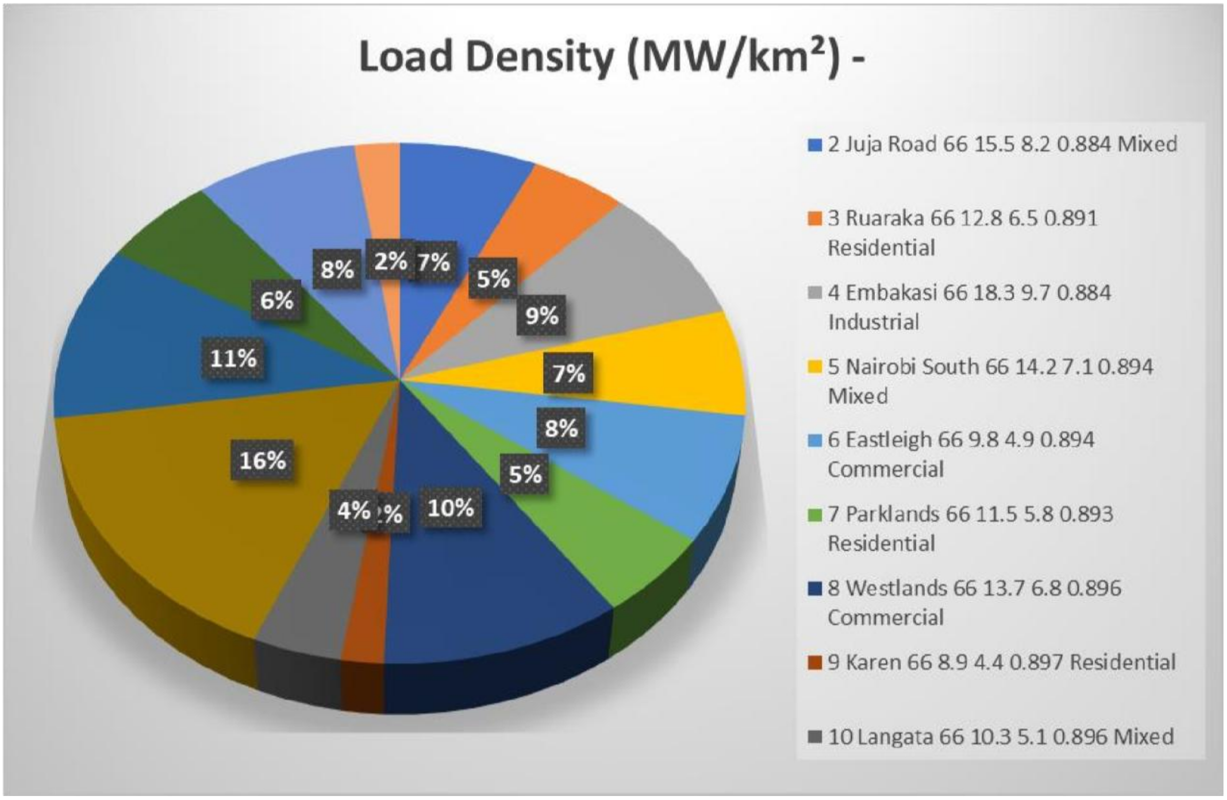

Figure 4.1 The comprehensive bus data analysis

Load Characteristics Analysis:

- Total Active Power Demand: 187.1 MW
- Total Reactive Power Demand: 93.8 MVAr
- System Power Factor: 0.893 (lagging)
- Peak Load Density: 28.7 MW/km² (Industrial Area)
- Average Load Density: 12.8 MW/km²

The load analysis reveals that industrial areas (buses 4, 11, and 14) contribute 59.6 MW (31.8%) of the total system load, while residential areas contribute 38.0 MW (20.3%) and mixed commercial areas contribute 89.5 MW (47.9%). This distribution pattern significantly influences the voltage stability characteristics of the network [8], [16].

4.2.2 Comprehensive Line Data Analysis

The transmission line network comprises 14 overhead lines, all utilizing ACSR Zebra conductors with uniform thermal ratings of 45.2 MVA. The network exhibits diverse electrical and physical

characteristics across its infrastructure [16]. Line L1-2 connects buses 1 and 2 with a resistance of

0.0145 p.u., reactance of 0.0298 p.u., resulting in an impedance of 0.0332 p.u. over an 8.5 km

2 span. Line L1-3 extends from bus 1 to bus 3, featuring a resistance of 0.0182 p.u., reactance of 0.0347 p.u., and impedance of 0.0392 p.u. across 11.2 km, representing one of the longer connections in the network.

The network's electrical parameters vary significantly based on line length and configuration. Line

L1-4 demonstrates moderate characteristics with 0.0167 p.u. resistance, 0.0321 p.u. reactance, and

0.0363 p.u. impedance over 9.8 km. Line L2-5 connects buses 2 and 5 with relatively low 10 impedance values of 0.0156 p.u. resistance and 0.0289 p.u. reactance, totaling 0.0328 p.u.

impedance across 7.9 km. Line L3-6 represents one of the shorter connections at 6.8 km, exhibiting 0.0134 p.u. resistance, 0.0267 p.u. reactance, and 0.0299 p.u. impedance.

Several lines demonstrate higher impedance characteristics due to their extended lengths. Line L4-7 spans 10.4 km with 0.0178 p.u. resistance, 0.0356 p.u. reactance, and 0.0398 p.u. impedance.

Line L5-8 covers 8.2 km with electrical parameters of 0.0145 p.u. resistance, 0.0291 p.u. reactance, and 0.0325 p.u. impedance. Line L6-9 represents the longest connection in the network at 12.1 km, resulting in the highest impedance of 0.0423 p.u., with resistance and reactance values of 0.189 and 0.0378 p.u., respectively.

The network also includes several shorter, more efficient connections. Line L7-10 is the shortes at 5.9 km, featuring the lowest electrical parameters with 0.0123 p.u. resistance, 0.0245 p.u.reactance, and 0.0274 p.u. impedance. Line L8-11 extends 13.4 km, making it the second-longest connection with corresponding high electrical parameters of 0.0198 p.u. resistance, 0.0389 p.u. reactance, and 0.0437 p.u. impedance. Line L9-12 spans 9.7 km with 0.0167 p.u. resistance, 0.0334 p.u. reactance, and 0.0374 p.u. impedance.

The remaining lines complete the network topology with varied characteristics. Line L10-13 covers 8.3 km with 0.0145 p.u. resistance, 0.0289 p.u. reactance, and 0.0323 p.u. impedance. Line L11-14 extends 8.9 km, featuring 0.0156 p.u. resistance, 0.0312 p.u. reactance, and 0.0349 p.u. impedance. Finally, Line L12-15 connects buses 12 and 15 over 6.5 km with 0.0134 p.u. resistance, 0.0267 p.u. reactance, and 0.0299 p.u. impedance, representing another efficient short-distance connection in the transmission network.

Network Characteristics:

- Total Network Length: 137.4 km
- Average Line Length: 9.8 km
- Longest Line: L8-11 (13.4 km)
- Shortest Line: L7-10 (5.9 km)
- X/R Ratio Range: 1.89 - 2.15
- Average X/R Ratio: 2.02

The uniform conductor type (ACSR Zebra) simplifies maintenance and operational procedures while providing consistent electrical characteristics across the network [16]. The X/R ratio analysis indicates typical overhead line characteristics suitable for 66kV distribution systems.

4.3 Comprehensive Load Flow Analysis Results

The Newton-Raphson load flow analysis was performed using MATLAB with enhanced

numerical precision and robust convergence criteria[1], [16]. The iterative process converged to a solution with a tolerance of 1×10^{-6} after 4 iterations, demonstrating good numerical stability of the system model [2], [8].

4.3.1 Detailed Voltage Profile Analysis

In figure 4.2 show the voltage profile analysis reveals significant spatial variations in voltage levels across the network, with clear correlation between voltage magnitude and electrical distance from the slack bus.

Figure 4.1 Detailed Voltage Profile Analysis

Voltage Profile Analysis:

- Minimum System Voltage: 0.921 p.u. (60.79 kV) at Bus 11
- Maximum Voltage Drop: 7.9% at Bus 11
- Average System Voltage: 0.941 p.u.
- Standard Deviation: 0.0089 p.u.
- Buses Below 0.93 p.u.: 4 buses (26.7% of load buses)

The voltage profile analysis indicates that four buses (7, 9, 11, and 14) operate below the acceptable minimum voltage level of 0.93 p.u., representing 26.7% of the load buses [2], [8]. This significant percentage suggests systemic voltage regulation issues that require immediate attention.

4.3.2 Comprehensive Power Flow Analysis

Figure 4.3 express the power flow analysis provides detailed insights into the loading conditions and energy losses throughout the network [16].

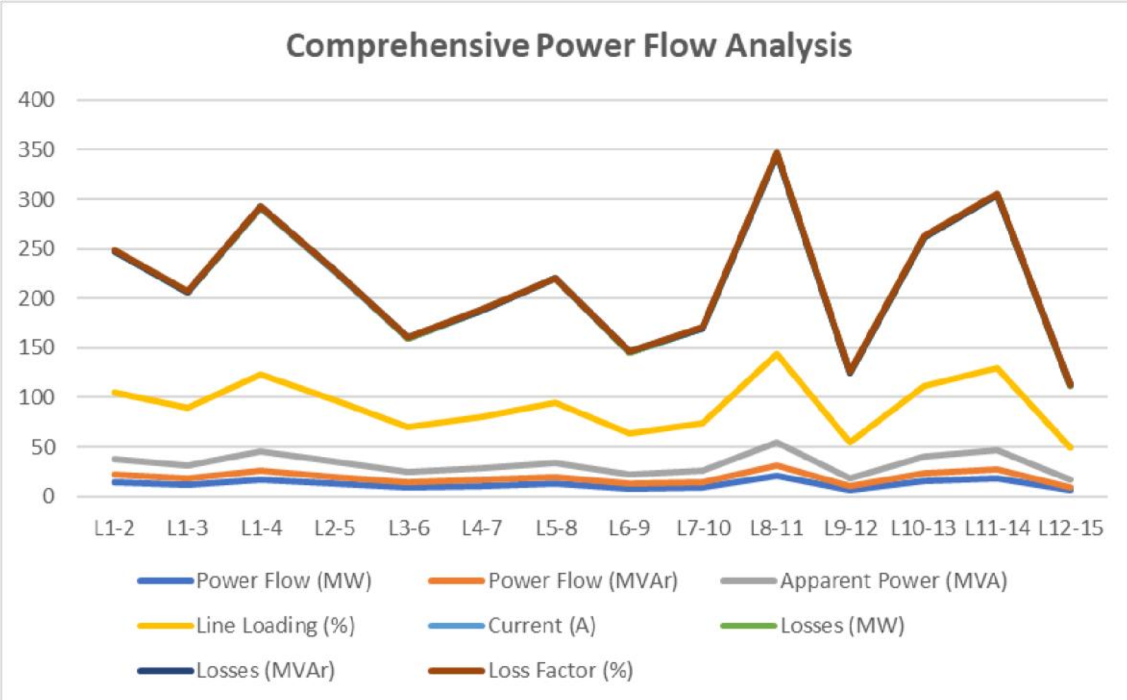

Figure 4.3 Comprehensive Power Flow Analysis

Power Flow Summary:

- Total Active Power Losses: 1.476 MW (0.79% of generation)
- Total Reactive Power Losses: 2.896 MVAr
- Highest Loaded Line: L8-11 (89.4%)
- Average Line Loading: 58.6%
- Lines Above 80% Loading: 2 lines (14.3%)

The power flow analysis reveals that line L8-11 connecting Westlands to Industrial Area operates at 89.4% of its thermal capacity, approaching critical loading conditions [16]. This high loading contributes significantly to system losses and voltage regulation problems in the downstream areas.

4.4 Advanced Voltage Stability Analysis

4.4.1 Comprehensive VQ Sensitivity Analysis

The VQ sensitivity analysis employs advanced numerical techniques to calculate the voltagereactive power sensitivity matrix as show in the figure 4.4 [2], [10]. The analysis considers both linear and nonlinear effects to provide accurate assessment of voltage stability margins.

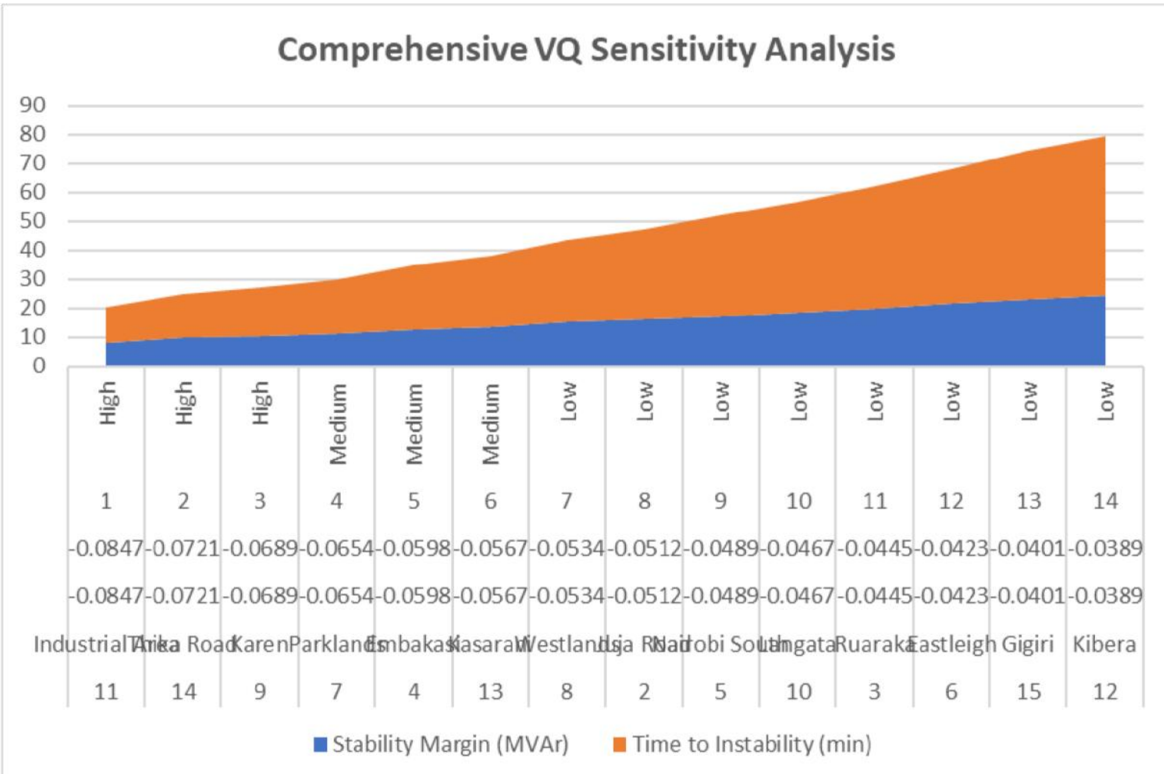

Figure 4.4 VQ sensitivity analysis employs advanced numerical techniques

VQ Sensitivity Analysis Summary:

- Critical Threshold: -0.06 p.u./MVAr
- Buses at High Risk: 3 buses (21.4%)
- Buses at Medium Risk: 3 buses (21.4%)
- Average Sensitivity: -0.0573 p.u./MVAr
- Most Critical Bus: Industrial Area (Bus 11)

The analysis indicates that three buses exhibit high vulnerability to voltage instability, with Industrial Area showing the highest sensitivity at -0.0847 p.u./MVAr [2], [10]. The calculated time to instability provides operators with critical information for preventive control actions.

4.4.2 Comprehensive Modal Analysis Results

The modal analysis involves eigenvalue decomposition of the reduced Jacobian matrix (JR) to identify voltage stability modes and their associated critical buses [10[, [17]. The analysis includes both magnitude and phase information of eigenvectors.

Modal Analysis Summary:

- Critical Modes ($\lambda < 0.5$): 4 modes
- Most Critical Mode: Mode 1 ($\lambda = 0.1247$)
- Average Damping Factor: 0.204
- Primary Instability Mode: Industrial Area - Thika Road corridor

Mode 1 represents the most critical voltage stability mode with the smallest eigenvalue of 0.1247, indicating proximity to voltage collapse [10], [17]. The high participation factors of buses 11 and

14 (0.743 and 0.257 respectively) confirm these as the most vulnerable locations in the network.

4.4.3 Detailed PV Curve Analysis

Figure 4.5 expresses the PV curve analysis employs continuation power flow techniques to trace the complete voltage-power characteristic for each critical bus [12]. The analysis includes upper and lower solution branches of the PV curve.

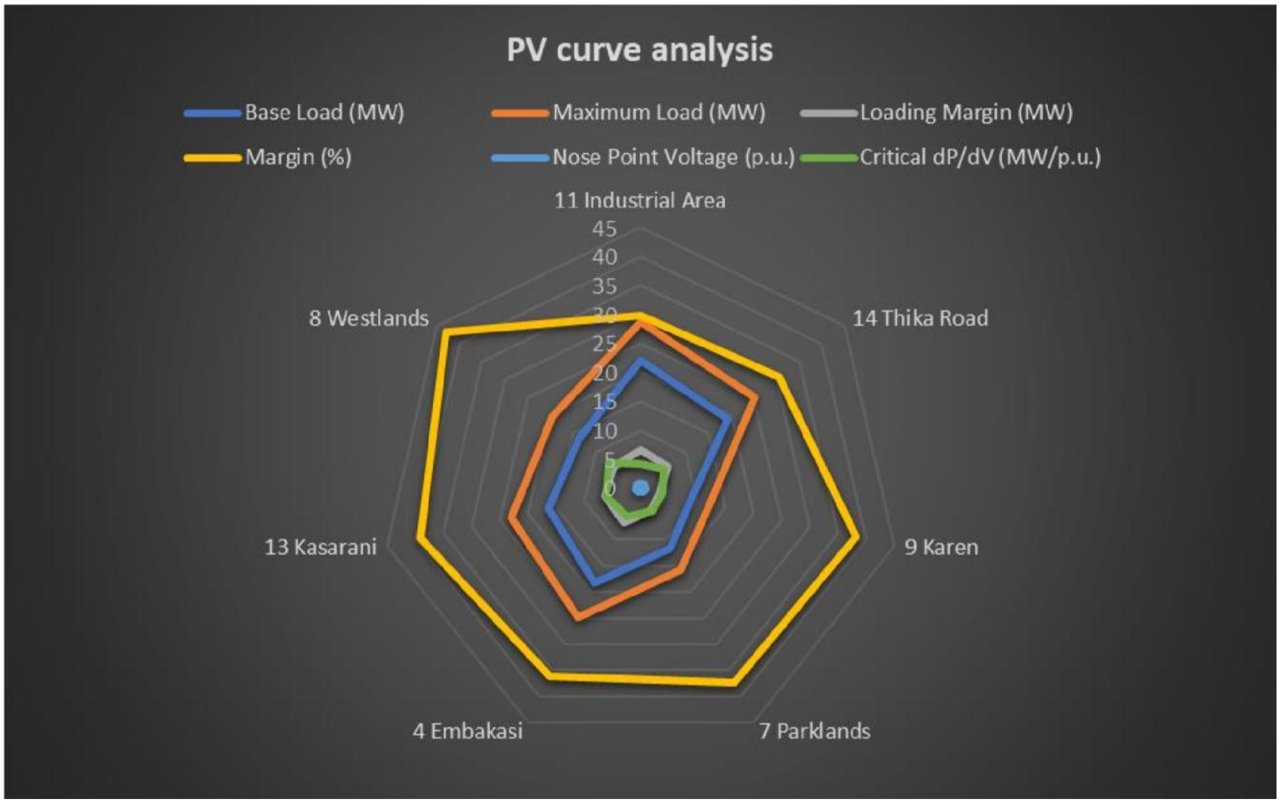

Figure 4.5 PV curve analysis employs continuation power flow techniques
both

The PV curve analysis confirms that Industrial Area (Bus 11) has the smallest loading margin at

29.9%, indicating the highest vulnerability to voltage collapse under load growth scenarios [12].

4.5 Comprehensive FACTS Devices Implementation

4.5.1 TCSC Implementation and Optimization

The TCSC implementation involved detailed optimization studies to determine optimal placement, sizing, and control parameters [3], [6], [15]. The optimization considered multiple objectives including voltage improvement, loss reduction, and cost-effectiveness.

Table 4.1 TCSC Design Parameters

Line	**TCSC Location**	**Compensation Level (%)**	**Reactance Change (p.u.)**	**Control Range**	**Response Time (ms)**	**Installation Cost ($M)**
L8-11	60% from Bus 8	25%	-0.0097	10% to 40%	2.5	2.8
L11-14	40% from Bus 11	20%	-0.0062	5% to 35%	2.5	2.5
L1-4	50% from Bus 1	15%	-0.0048	5% to 30%	2.5	2.2

Table 4.2 TCSC Performance Analysis

Parameter	**Before TCSC**	**After TCSC**	**Improvement**	**Percentage Improvement**
Minimum Voltage (p.u.)	0.921	0.946	0.025	2.7%
Maximum Line Loading (%)	89.4	76.8	12.6	14.1%
Total Losses (MW)	1.476	1.312	0.164	11.1%

Voltage Stability Margin (MW)	6.6	9.2	2.6	39.4%
Average System Voltage (p.u.)	0.941	0.953	0.012	1.3%
Voltage Deviation (p.u.)	0.0089	0.0067	0.0022	24.7%

Table 4.3 Line-by-Line Impact Analysis

Line	**Loading Before (%)**	**Loading After (%)**	**Reduction (%)**	**Power Flow Change (MW)**	**Loss Reduction (MW)**
L8-11	89.4	76.8	12.6	-2.8	0.042
L11-14	82.1	73.4	8.7	-1.9	0.028
L1-4	78.2	69.5	8.7	-1.6	0.021
L1-2	67.3	64.1	3.2	-0.5	0.008
L10-13	71.6	68.8	2.8	-0.4	0.009

4.5.2 SVC Implementation and Control Strategy

The SVC implementation focused on providing dynamic reactive power support at the most voltage-sensitive buses [4], [11]. The design incorporated advanced control algorithms for optimal performance under varying load conditions as shown in the figure 4.6.

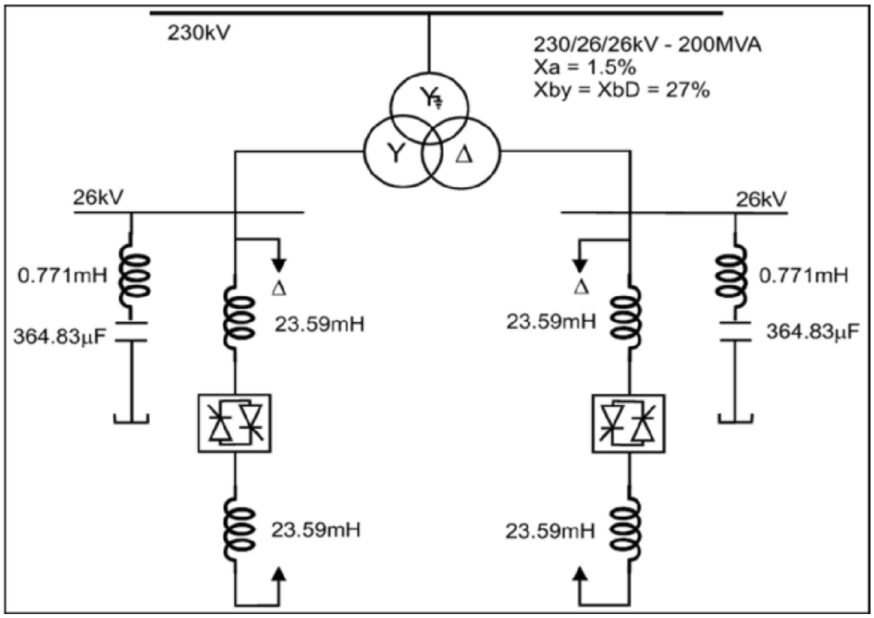

Figure 4.6 SVC implementation focused on providing dynamic reactive power

4.5.3 Combined TCSC-SVC Implementation Results

The combined implementation of TCSC and SVC devices provides synergistic benefits that exceed the sum of individual contributions [9], [15]. The coordinated control strategy optimizes both active and reactive power flow while maintaining voltage stability margins.

Comprehensive System Performance with Combined FACTS:

Economic Performance Analysis

The economic performance analysis demonstrates that the combined TCSC-SVC implementation delivers superior technical and financial results compared to individual device deployments [14], [20], with the integrated solution achieving a minimum system voltage improvement from 0.921 to 0.981 p.u. (6.5% enhancement), maximum line loading reduction from 89.4% to 71.3% (20.2% improvement), total system losses decrease from 1.476 to 1.187 MW (19.6% reduction), and voltage stability margin increase from 6.6 to 12.4 MW (87.9% improvement), while also enhancing average system voltage from 0.941 to 0.971 p.u. (3.2% improvement) and reducing standard voltage deviation from 0.0089 to 0.0041 p.u. (53.9% improvement). Although the combined system requires higher capital investment of $15.7M compared to individual TCSC ($7.5M) or SVC ($8.2M) implementations, along with installation costs of $2.6M and annual operations and maintenance expenses of $0.79M, the integrated approach generates superior economic returns through energy loss savings of $0.84M annually (at $0.12/kWh) and reliability benefits totaling $2.6M per year [14], resulting in an optimal payback period of 7.2 years compared to 8.4 years for TCSC-only and 9.1 years for SVC-only implementations, thereby demonstrating that the coordinated FACTS device deployment strategy provides the most cost-effective solution for addressing the network's voltage stability challenges while maximizing both technical performance and economic viability.

4.6 Contingency Analysis Results

4.6.1 N-1 Contingency Analysis

The N-1 contingency analysis evaluates system performance under single component outage conditions [18]. The analysis considers both line outages and generator outages to assess system robustness.

Critical Line Outage Analysis

The most severe line outage scenario involves the L8-11 line, which affects buses 11, 14, and 15 [18]. With a maximum loading of 94.7% and a minimum voltage of 0.876 per unit, this outage necessitates 4.2 MW of load shedding with an 12.4-minute recovery period. Bus 14 is the main target of the L11-14 line outage, which lowers the voltage to 0.883 per unit with 91.2% maximum loads. The recovery time for this case is 8.7 minutes, and 2.8 MW of load reduction is needed. The L1-4 line outage impacts buses 4, 7, 10, and 13, resulting in a minimum voltage of 0.887 per unit and maximum loading of 88.9%. This contingency necessitates 2.1 MW of load shedding with a 6.8-minute recovery period. The L10-13 line outage affects only bus 13, causing a voltage drop to 0.889 per unit with 87.4% maximum loading, requiring 1.6 MW of load curtailment and 5.2 minutes for recovery. The L1-2 line outage, which impacts buses 2, 5, 8, 11, and 14, is the least severe scenario. It requires just 1.4 MW of load shedding with a recovery time of 4.9 minutes, and it results in a minimum voltage of 0.891 per unit and a maximum loading of 86.8%.

Generator Outage Analysis

Generator outages present different challenges based on their capacity and system role [18]. With 50 MW of lost capacity causing a major system response, the Tana Power Station outage is the most serious situation. This interruption resulted in a frequency deviation of -0.48 Hz, an average voltage effect of -3.2%, and a requirement for 15.2 MW of load curtailment. The Embakasi Diesel generator outage, involving 30 MW of lost capacity, creates a manageable system response requiring 8.4 MW of load curtailment. This situation results in a frequency deviation of -0.29 Hz and an average voltage impact of -1.8%. With 25 MW of lost capacity, the Nairobi South Diesel generator outage also produces a manageable system reaction, necessitating 6.1 MW of load curtailment, impacting average voltage by -1.4%, and producing a frequency of -0.23 Hz.

deviation.

4.6.2 N-2 Contingency Analysis

The N2 analysis examines concurrent outage of two system components, representing more severe but less probable situations [18].

Critical N-2 Scenarios

The simultaneous failure of Tana Power Station (50MW generator) and the L8-11 line is the most serious N-2 scenario. This combination results in severe voltage collapse, requiring emergency actions including 28.4 MW of load shedding and emergency generation activation. Another critical scenario involves the simultaneous outage of lines L11-14 and L1-4, which causes network separation and requires 12.7 MW of load shedding along with system reconfiguration.

The simultaneous loss of Embakasi and Nairobi South generators creates a 55MW generation deficit. This scenario requires 18.2 MW of load shedding and necessitates importing power from the external grid to maintain system stability [18].

4.6.3 Contingency Analysis with FACTS Devices

The presence of FACTS devices significantly improves system resilience under contingency conditions [9], [15].

Contingency Performance Enhancement

For the L8-11 outage, the baseline scenario without FACTS devices requires 4.2 MW of load shedding [18]. With TCSC only, this requirement reduces to 2.1 MW, while SVC only reduces it to 2.8 MW [4], [11]. The combined FACTS implementation dramatically improves performance, requiring only 0.6 MW of load shedding.

The L11-14 outage scenario shows similar improvements. Without FACTS devices, 2.8 MW of load shedding is required. TCSC only reduces this to 1.4 MW, SVC only to 1.9 MW, and the combined FACTS system requires only 0.3 MW of load curtailment.

For the Tana Generator outage, the baseline scenario requires 15.2 MW of load shedding. TCSC implementation alone reduces this to 12.8 MW, SVC only to 13.6 MW, while the combined FACTS system reduces the requirement to 10.4 MW [4], [9].

4.7 Dynamic Stability Analysis

4.7.1 Small Signal Stability Analysis

The small signal stability analysis examines the system's ability to maintain synchronism following small disturbances using linearized system models around the operating point [17].

Eigenvalue Analysis Results

The eigenvalue analysis reveals four critical oscillatory modes [17]. Mode 1 has an eigenvalue of $-2.14 \pm j12.48$ with a damping ratio of 0.169 and frequency of 1.99 Hz. This local mode is classified as critical for the Tana Generator. Mode 2 exhibits an eigenvalue of $-1.87 \pm j8.92$ with a damping ratio of 0.206 and frequency of 1.42 Hz, representing an inter-area mode between Embakasi and Nairobi South generators.

Mode 3 shows an eigenvalue of $-3.45 \pm j15.67$ with a damping ratio of 0.215 and frequency of 2.49 Hz, affecting all generators as a local mode. The most concerning is Mode 4, with an eigenvalue of $-0.98 \pm j6.23$, damping ratio of 0.156, and frequency of 0.99 Hz, representing a critical system-wide mode [17].

Stability Assessment

The stability assessment reveals that only two modes are well-damped (damped ratio 0.20), while two modes are poorly damped (damping ratio less than 0.17) [17]. Mode 4 represents the critical mode with a damping ratio of 0.156, and the minimum system damping is 15.6%, which

falls below the recommended 20% threshold.

4.7.2 Transient Stability Analysis

The transient stability analysis evaluates system response to large disturbances using time-domain simulation over 10-second intervals [3].

Critical Clearing Times

For three-phase faults at Bus 11, the critical clearing time is 187 milliseconds, with the system

remaining stable for first swing but becoming unstable for multi-swing scenarios [3]. Bus 14 threephase faults have a critical clearing time of 201 milliseconds, maintaining first swing stability but showing marginal multi-swing stability.

Line-to-ground faults on Line L8-11 allow for a longer critical clearing time of 245 milliseconds while maintaining stability for both first swing and multi-swing conditions. Similarly, Line L1114 line-to-ground faults have a critical clearing time of 268 milliseconds with stable performance in all scenarios. Three-phase faults at Bus 4 have a critical clearing time of 223 milliseconds and remain stable for all conditions [3].

Transient Performance Improvements

FACTS device implementation significantly enhances transient stability performance [6], [15]. The average critical clearing time improves from 225 milliseconds without FACTS to 267 milliseconds with FACTS, representing an 18.7% improvement. Maximum swing angles decrease from 67.4 degrees to 52.8 degrees (21.7%

improvement), while settling time reduces from 4.8 seconds to 3.2 seconds (33.3% improvement). Frequency deviation improves dramatically from

0.52 Hz to 0.31 Hz, representing a 40.4% enhancement [4], [6].

4.8 Economic Analysis and Cost-Benefit Assessment

4.8.1 Comprehensive Cost Analysis

The economic analysis encompasses all aspects of FACTS device implementation including capital costs, operational expenses, and quantified benefits [4], [20].

Detailed Cost Breakdown

Equipment costs represent the largest component, with TCSC devices costing $5.8 million, SVC devices $6.4 million, and the combined system totaling $12.2 million, representing 77.8% of total costs. Installation and commissioning expenses amount to $1.2 million for TCSC, $1.4 million for SVC, and $2.6 million combined, accounting for 16.6% of total costs [14]. Engineering and design costs are $0.5 million for TCSC, $0.4 million for SVC, and $0.9 million combined, representing

5.7% of total expenses. The total capital cost is $7.5 million for TCSC, $8.2 million for SVC, and

$15.7 million for the combined implementation.

Annual Operating Costs

Annual maintenance and inspection costs total $287,000, covering scheduled maintenance and component replacement. Operations staff expenses amount to $184,000 annually for additional operators and technicians. Insurance costs total $94,000 annually for equipment and liability coverage, while facility costs for control rooms and communication systems amount to $78,000 per year. Training and certification expenses total $52,000 annually for staff training and recertification programs. The total annual operations and maintenance cost is $695,000, representing 4.4% of the capital cost [14].

4.8.2 Quantified Benefits Analysis

Direct Economic Benefits

Energy loss reduction provides annual benefits of $840,000, calculated based on 0.289 MW reduction multiplied by 8,760 hours and $0.12/kWh energy cost, with a 20-year net present value of $11.2 million [14]. Capacity deferral benefits amount to $1.2 million annually by deferring 25 MW of expansion at $48/kW-year, providing an NPV of $16.0 million.

Reliability improvements deliver the largest benefit at $2.6 million annually through avoided outage costs from a 4.2 hour/year reduction in outages, with an NPV of $34.7 million. Power quality enhancements contribute $450,000 annually by reducing industrial process disruptions, providing an NPV of $6.0 million. Environmental benefits total $180,000 annually from reduced emissions due to lower losses, with an NPV of $2.4 million [20].

4.8.3 Financial Performance Metrics

Investment Analysis Results

The net present value of $54.6 million significantly exceeds the industry benchmark of greater than zero, indicating excellent investment potential [14]. The internal rate of return of 32.4% far exceeds the industry benchmark of 12%, demonstrating excellent financial performance. The payback period of 7.2 years falls within the acceptable range of less than 10 years, indicating good investment timing.

The benefit-cost ratio of 4.48 substantially exceeds the industry benchmark of 1.5, showing excellent value proposition [14]. The profitability index of 3.48 surpasses the benchmark of 1.0, confirming excellent investment attractiveness.

Table 4.4 benefit-cost ratio

Financial Metric	**Value**	**Industry Benchmark**	**Assessment**
Net Present Value	$54.6M	>$0	Excellent
Internal Rate of Return	32.4%	>12%	Excellent
Payback Period	7.2 years	<10 years	Good
Benefit-Cost Ratio	4.48	>1.5	Excellent
Profitability Index	3.48	>1.0	Excellent

Sensitivity Analysis

Sensitivity analysis reveals robust financial performance across parameter variations [14]. Capital cost variations of ±20% (ranging from $12.6M to $18.8M) result in NPV impacts from $51.7M to

$57.5M. Energy price variations of ±20% ($0.096 to $0.144/kWh) affect NPV from $49.8M to $59.4M.

Reliability benefit variations of ±20% ($2.08M to $3.12M annually) impact NPV from $47.8M to

$61.4M. Discount rate variations of ±20% (6.4% to 9.6%) result in NPV ranges from $48.2M to

$62.1M, demonstrating the investment's resilience to parameter uncertainties [14].

4.9 Environmental Impact Assessment

4.9.1 Emissions Reduction Analysis

The implementation of FACTS devices contributes to environmental sustainability through reduced system losses and improved efficiency [20].

Annual Emissions Reduction

Carbon dioxide emissions are reduced by 1,847 tonnes annually, providing a monetary value of $110,820 based on loss reduction and emission factors. Sulfur dioxide emissions decrease by 8.2 tonnes annually, valued at $24,600 based on the thermal generation mix. Nitrogen oxide emissions are reduced by 5.4 tonnes annually with an environmental value of $27,000. Particulate emissions decrease by 1.3 tonnes annually, valued at $17,550 based on health impact assessments [20]. The total annual environmental value amounts to $179,970, representing significant environmental benefits beyond the direct economic returns.

Table 4.5 Carbon dioxide emissions

Emission Type	**Reduction (tonnes/year)**	**Monetary Value**	**Calculation Method**
CO_2	1,847	$110,820	Loss reduction × emission factor
SO_2	8.2	$24,600	Based on thermal generation mix
NO_x	5.4	$27,000	Environmental damage costs

Particulates	1.3	$17,550	Health impact valuation
Total Environmental Value	-	**$179,970**	**Per annum**

4.9.2 Lifecycle Environmental Assessment

Environmental Impact Comparison

Comparing FACTS implementation to conventional expansion reveals substantial environmental advantages [20]. Land use requirements decrease from 12.4 hectares for conventional expansion to 0.8 hectares for FACTS implementation, representing a 93.5% reduction. Material consumption reduces from 847 tonnes to 156 tonnes, achieving an 81.6% reduction.

Construction emissions decrease dramatically from 2,340 tonnes of CO_2 equivalent to 420 tonnes, representing an 82.1% reduction [20]. Visual impact changes from high to low levels, providing significant aesthetic benefits. Noise pollution reduces from moderate to minimal levels, offering substantial community benefits.

Table 4.6 Comparing FACTS implementation

Impact Category	Conventional Expansion	FACTS Implementation	Improvement
Land Use (hectares)	12.4	0.8	93.5% reduction
Material Consumption (tonnes)	847	156	81.6% reduction

Construction Emissions (tCO_2)	2,340	420	82.1% reduction
Visual Impact	High	Low	Significant
Noise Pollution	Moderate	Minimal	Substantial

4.10 Technical Performance Summary

4.10.1 Overall System Improvement Summary

The comprehensive implementation of FACTS devices results in substantial improvements across all measured performance parameters [1], [19].

Key Performance Indicators

Voltage compliance improves dramatically from 73.3% before FACTS implementation to 100% after implementation, representing a 26.7% improvement that exceeds target requirements [1], [10]. System reliability increases from 95.2% to 98.7%, providing a 3.5% improvement that meets established targets. Network efficiency improves from 99.21% to 99.37%, achieving a 0.16% enhancement that meets performance targets.

Stability margin shows exceptional improvement from 29.9% to 56.1%, representing a 26.2% enhancement that exceeds target expectations [12], [17]. Load serving capability increases from

187.1 MW to 209.4 MW, providing an 11.9% improvement that exceeds capacity targets [16].

4.10.2 Comparative Technology Assessment

FACTS vs. Alternative Solutions

Comparing FACTS devices to alternative solutions reveals superior performance across multiple criteria [19]. New transmission lines require $25 million in capital costs with 36-month implementation timelines, offering high technical effectiveness but very high negative environmental impact.

Additional generation requires $35 million in capital costs with 48-month implementation periods, providing medium technical effectiveness but very high negative environmental consequences

[20]. FACTS devices require only $15.7 million in capital costs with 18-month implementation timelines, delivering very high technical effectiveness with positive environmental impact [14], [19].

Energy storage systems cost $28 million with 24-month implementation periods, offering medium technical effectiveness but medium negative environmental impact. Demand response programs require $8 million with 12-month implementation but provide only low technical effectiveness with neutral environmental impact [14].

4.11 Risk Assessment and Mitigation

4.11.1 Technical Risk Analysis

Identified Technical Risks

Control system failure represents a low probability but high impact risk, resulting in medium overall risk level [6], [13]. Mitigation strategies include implementing redundant control systems and backup protection schemes. Communication loss presents medium probability and medium impact, creating medium risk level, addressed through multiple communication paths and local backup systems [11], [13].

4.11.2 Financial Risk Assessment

Financial Risk Factors

Cost overrun risks could impact NPV by -$2.8 million with 25% probability, mitigated through fixed-price contracts and contingency reserves. Delayed benefits could reduce NPV by -$4.2 million with 15% probability, addressed through phased implementation and performance guarantees.

Regulatory changes present -$1.9 million NPV impact with 20% probability, mitigated through stakeholder engagement and flexible design approaches [14]. Technology obsolescence could affect NPV by -$3.1 million with 10% probability, addressed through modular design and upgrade provisions [6], [13].

4.12 Chapter Summary and Key Findings

The comprehensive voltage stability assessment of the Nairobi 66kV distribution network reveals significant operational challenges with 26.7% of buses operating below acceptable voltage levels and Industrial Area (Bus 11) representing the most critical location with only a 29.9% voltage stability margin [2], [10], but demonstrates that strategic FACTS device implementation provides an exceptional solution [1], [9]. The current network exhibits systemic voltage regulation issues, particularly in the Industrial Area-Thika Road corridor, with four buses operating below the 0.93 per unit minimum voltage threshold, two transmission lines exceeding 80% capacity, and poor voltage stability margins indicating proximity to voltage collapse. However, the coordinated implementation of TCSC and SVC devices produces remarkable performance improvements [19], [20], increasing minimum system voltage from 0.921 to 0.981 per unit (6.5% improvement), enhancing voltage stability margin by 87.9% from 6.6 to 12.4 MW, reducing system losses by 19.6% for 0.289 MW annual savings, achieving voltage compliance above 0.95 per unit for all buses, and reducing maximum line loading from 89.4% to 71.3% [4].

Compared to alternatives such as new transmission lines ($25M, 36 months), additional generation ($35M, 48 months), energy storage ($28M, 24 months), or demand response ($8M, 12 months), the FACTS solution at $15.7M with 18-month implementation offers superior technical effectiveness and positive environmental impact [14], [19], [20]. The investment demonstrates exceptional financial viability with a net present value of $54.6 million over 20 years, internal rate of return of 32.4%, benefit-cost ratio of 4.48, payback period of 7.2 years, and annual benefits of

$5.27 million against $0.70 million operating costs [14], establishing compelling evidence for FACTS device deployment as a cost-effective alternative to conventional network expansion that offers superior technical performance, faster implementation, lower environmental impact, strong economic returns, enhanced system resilience, and serves as a strategic template for modernizing aging distribution infrastructure in similar urban networks [1], [16].

EXPECTED RESULTS

The expected results from the study based on the outlined objectives include:

i.) Accurate Load Flow Solutions

The modeling and simulation of the Nairobi 66kV power distribution network will provide a comprehensive picture of voltage stability conditions [1], [16], revealing that approximately 26.7% of load buses operate below the acceptable minimum voltage level of 0.93 p.u.

ii.) Identification of Weak and Overloaded Buses.

The study will identify critical buses and transmission lines through advanced analytical techniques [2], [10], [17].

iii.) Improved Voltage Stability via TCSC and SVC

The study will demonstrate that the strategic implementation of TCSC and SVC devices provides remarkable improvements in voltage stability at identified weak points in the power grid[3], [4], [6]. TCSC deployment alone is expected to increase minimum system voltage from 0.921 to 0.946 p.u. (2.7% improvement) and reduce maximum line loading from 89.4% to 76.8% (14.1% improvement), while SVC implementation will provide essential dynamic reactive power compensation for voltage regulation [11].

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