

**GOVERNMENT OF INDIA  
MINISTRY OF COAL  
RAJYA SABHA  
UNSTARRED QUESTION NO.657  
TO BE ANSWERED ON 08.02.2019**

**Scarcity of coal**

**657. PROF. M. V. RAJEEV GOWDA:**

Will the Minister of COAL be pleased to state:

- (a) the details of complaints regarding the scarcity of coal since 2014, sector-wise and amount-wise;
- (b) the quantity of coal which is being wasted in the transportation through Railways since 2014;
- (c) the steps Government has undertaken to ensure efficient transportation of coal; and
- (d) the quantity of coal which has been auctioned by different coal mines since 2014 and losses incurred in the process, since 2014?

**ANSWER  
MINISTER OF RAILWAYS, COAL, FINANCE AND CORPORATE AFFAIRS  
(SHRI PIYUSH GOYAL)**

**(a):** The seasonal deficiency of coal is reported from some sectors from time to time particularly during rainy season when production from open cast mines drops at the coal companies. Coal Companies take immediate steps to mitigate such situation. The sector-wise target and dispatch by Coal India Limited (CIL) and Singareni Collieries Company Limited (SCCL) are given in **Annexure-1(A)**.

The all India raw coal production has increased from 565.77 MT in 2013-14 to 676.48 MT in 2017-18. Absolute increase in all India coal production from 2013-14 to 2017-18 (four years) is 110.71 MT as compared to increase of coal production of 33.73 MT from 2009-10 to 2013-14 (four years).

Coal India Limited (CIL) has also increased its production from 462.41 MT in 2013-14 to 567.36 MT in 2017-18 (four years), an absolute increase of 105 MT as compared to increase of coal production of 31.15 MT between 2009-10 and 2013-14 (four years).

**(b):** Details regarding wastage of coal due to transit/transportation are not maintained by the Coal Companies/Zonal Railways. Coal is booked under 'owner's risk rate' and as per section 97 of the Railways Act, 1989, Zonal

Railways have no liability for pay transit loss unless it is due to negligence or misconduct on its part or on the part of any of its servants. In such case where loss is due to negligence or misconduct on its part or on the part of any of its servants, consumer can claim compensation from railway administration on whom a notice under Section 106 has been served.

**(c):** CIL makes all efforts to increase the transportation of coal to the sidings and to reduce rake loading time so that overall loading can be increased. Besides supply through rail modes, the following measures have been taken to increase supply of coal:

- i. The Power Houses in close vicinity of the coal fields are advised to move coal through road mode
- ii. For proper utilization of Good sheds, the power Houses are advised to move coal through road cum rail mode.
- iii. The captive modes of transport like MGR, Belts, Ropes are being fully utilized to their capacity to move coal to the concerned units.
- iv. Coal supplies to power sector is monitored regularly by an Inter-Ministerial Sub-group comprising representatives of Ministry of Power, Ministry of Coal, Ministry of Railways, Ministry of Shipping, NITI Aayog, CEA, CIL, SCCL etc.
- v. Coal rake loading at CIL source in 2018-19 (upto 31.01.2019) was 275.6 i.e. 6.9% growth from same period of the last year.

Ministry of Railways has informed that the investment target for 2018-19 is Rs 1.46 lakh crore on capacity enhancement works to improve ability of Indian Railways to move freight traffic. Indian Railways is substantially increasing their fleet of rolling stock to meet coal movement and during 2018-19 (up to 31.12.2018), 6,405 wagons (including 3,245 BOXN and BOBRN wagons which are predominantly used for coal traffic) have been inducted into Indian Railways. The infrastructure enhancement works include the Eastern Dedicated Freight Corridor to substantially improve coal transportation from eastern part of the country to north India, doubling and third line work on the main coal corridor to facilitate coal movement from South Eastern Coalfields Limited (SECL), Mahanadi Coalfields Limited (MCL) and Western Coalfields Limited (WCL).

**(d) :** The total quantity in Million Tonne (MT) offered, total successful bid quantity from different sources of CIL and SCCL and average % increase over notified value of coal of the total successful bid quantity through e-auctions from CIL and SCCL from 2014-15 to 2018-19 (up to 31.01.2019) is given in **Annexure-1(B)**.

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**Annexure -1**

**(A) Sector wise target and dispatch of Coal by CIL and SCCL Since 2014:**

Com.	SECTOR	2014-15		2015-16		2016-17		2017-18		2018-19 (upto Jan'19)	
		Target	Disp.	Target	Disp	Target	Disp	Target	Disp	Target	Disp
CIL	Power	405.00	385.40	430.00	413.11	450.99	425.40	452.24	453.63	399.16	401.23
	Non- Power	113.81	104.58	118.95	121.52	147.05	117.1	148.95	126.66	107.82	95.81
SCCL	Power	35.00	39.21	36.00	47.33	47.24	50.66	50.86	53.33	44.72	44.70
	Non- Power	20.5	13.45	20.00	11.22	10.76	10.13	11.13	11.30	10.03	10.79

(Fig in MT)

**(B) The Quantity of Coal Auction by CIL and SCCL since 2014:**

Com.	E-Auction	2014-15	2015-16	2016-17	2017-18	2018-19 ( Upto Jan'19 )
CIL	Total Qty offered (in MT)	56.1	136.0	312.4	160.9	76.1
	Total successful bid Qty (in MT)	48.8	78.6	113.6	95.9	64.1
	(%) increase over Notified Value	61.1	33.5	20.5	50.2	82.0
SCCL	Total Qty offered (in MT)	5.51	10.46	6.14	7.10	6.91
	Quantity Sold (in MT)	3.14	3.33	2.13	3.56	3.06
	(%) increase over Notified Value	130.42	18.38	25.61	155.70	125.80