GOVERNMENT OF INDIA
MINISTRY OF COAL
LOK SABHA
UNSTARRED QUESTION NO.1395
TO BE ANSWERED ON 19.12.2018

Inadequate Coal Transport

1395. SHRI CHHOTE LAL:
SHRIMATI MEENAKASHI LEKHI:
SHRI RAM CHARITRA NISHAD:
ADV. NARENDRA KESHAV SAWAIKAR:

Will the Minister of COAL be pleased to state:

(a) whether the road as well as the rail mode of coal transport are not performing upto the expectations which is leading to inadequate coal stock at power plants that are located at far distances from mines;

(b) whether road transportation of coal faces significant issues including environmental concerns and resistance from local population;

(c) if so, the details thereof along with the action taken by the Government to tackle the problem and to ensure efficient transportation of coal; and

(d) whether it is also true that the coal companies should focus on increased use of conveyor belts of overhead ropeways, if so, the reaction of the Government thereto?

ANSWER
MINISTER OF RAILWAYS AND COAL
(SHRI PIYUSH GOYAL)

(a): The average rake loading for power sector by CIL during April-Nov 2018 has been 251 rakes/day in comparison to loading of 216 rakes/day during the corresponding period of last year, thereby registering a growth of 16.60 %.

In 2018-19 (up to 30.11.2018), Coal India Limited (CIL) supplied 315.94 Million Tonnes (MT) of coal achieving a growth of more than 8% in coal supply to the power sector over the supply of 291.78 MT in the corresponding period of last year. Singareni Collieries Company Limited (SCCL) has supplied 35.04 MT of coal to power plants (up to 30.11.2018).

Due to increased supply to Power Plants, coal based Power generation during the period of April-November 2018 has been 99.16 % of program with a growth of 5.5 % over the generation in the corresponding period of last year.

Due to augmented supply, coal stock at TPP end has also increased. As per Central Electricity Authority (CEA) report, coal stock at Power House end as on 16.12.2018 is 15.52 Million Tonnes (MT) as against the stock of 12.20 MT on 16.12.2017 thereby registering an increase of 27.20%.

Loading for long lead power plants has also increased as the average lead for transportation of coal during April-Nov 2018 has increased to 492 KM against 469 KM during the corresponding period of last year.

As informed by Ministry of railways, Indian railways is supplying rakes for transportation of coal as per demand placed by coal companies/consumers. The availability of wagons is adequate for meeting the demand for rail transport. However, demand-supply imbalances, which arise intermittently on account of various factors like fluctuations in demand, disruption in traffic flows, congestion on selected routes and terminals etc. are addressed in real time.

Despatch by road is sometimes disrupted due to local law and order problems in the subsidiaries of Coal India Limited (CIL), which are tackled promptly by the Colliery management as explained below at Para (b)&(c).

(b)&(c): Transportation of coal from collieries/sidings is the responsibility of consumers' carriers/Railways. In certain fields like Talcher Area of Mahanadi Coalfield Limited (MCL) and Magadh Amrapali of Central Coalfield Limited (CCL) movement of coal by road is frequently affected due to local law and order problems. As and when local law and order issues arise, the colliery management as well as the subsidiary companies take up the matter with the local administration and also make efforts to persuade the local population to refrain from such activities to ensure that no hindrance is made in transportation of coal.

(d) : Transportation arrangement to be made by consumers for increased use of conveyor belts/overhead ropeways is stressed. During a meeting on 25.01.2018 in the Ministry of Power, the use of captive mode of transport like Conveyor Belts, Merry-Go-Round (MGR) for movement of coal was stressed upon and it was decided that the Power plants situated within 20 kms from pithead shall construct elevated closed belt conveyors within 2 years, that power plants located within 40 kms from pithead shall construct MGR within 3 years and power plants located within 40 kms and upto 100 kms may also consider the option of MGR based on financial viability.

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