

Demand of Coal*808. SHRIMOHAMMAD ALIASHRAFFATMISHRI RAM TAHAL CH-
OUDHARY;

(b) whether the demands of the consumers have not been fulfilled;

(c) if so, the reasons therefor; and

(d) the steps proposed to be taken by the Government in this regard? .

[English]

Will the Minister of COAL be pleased to state:

(a) the total demand of coal during the last three years and the quantity supplied;

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S.B. NYAMAGOURA): (a) to (d). A statement is laid on the Table of the House.

STATEMENT

(a) to (d). Total demand of coal assessed by Planning Commission and off-take of coal during last three years, were as follows:-

<i>Year</i>	<i>(in million tonnes)</i>	
	<i>Demand</i>	<i>Off-take</i>
1989-90	222.00	199.79
	(4.70)	(2.12)
1990-91	229.80	210.07
	(4.30)	(2.07)
1991-92	235.20	222.85*
	(5.20)	(2.80)

1. Off-take figures for 1991-92 are provisional.

2. Figures in brackets indicate middlings.

3*. Off take for 1991-92 excludes imported coal.

The demand for coal has been satisfied to the extent of 89%, 90% and 93% during 1989-90, 1990-91 and 1991-92.

In order to meet the increased demand of coal in coming years, steps are being taken to open new mines, re-organise existing mines, improve efficiency and optimise coal production. Close coordination is being maintained with consumers and the transport sector to ensure that the coal produced can be reached to consumers.

[Translation]

SHRI RAM TAHAL CHOUDHARY: Mr. Speaker, Sir, my question was regarding the total demand of coal during the last 3 years and the supply made during this period? In the reply the hon. Minister has furnished year wise data and has promised to improve the supply position of coal. In the coal belt of Ranchi, Hazaribagh and Dhanbad, a few days back the price per 'Mun' (i.e. 40 kg=1 Mun) of Coal even touched Rs. 100 mark.

Inferior quality coal was supplied there. I would like to know from the hon. Minister the steps being taken to improve the supply position and to check the adulteration in coal and the time by which Government will be able to meet the demand.

[English]

THE MINISTER OF STATE OF THE MINISTRY OF COAL (SHRIP.A. SANGMA): We are not in a position to meet the demand fully not because there is shortage of coal but to some extent it is because there is a problem of transportation. There has been an improvement in demand satisfaction. The demand for coal has been satisfied to the extent of 90 per cent, 91 per cent and 95 per cent during 1989-90, 1990-91 and 1991-92.

As far as the quality of coal is concerned, we must admit that we are receiving complaints and until and unless we are able to supply beneficiated coal, the complaints will continue to come. We will not be able to guarantee hundred per cent quality control. During the Eighth Five Year Plan, we will be going in a big way to set up washeries and ultimately our intention is to supply washed wash coal to the consumers.

[Translation]

SHRI RAM TAHAL CHOUDHARY: Mr. Speaker, Sir, the hon. Minister has said nothing about my question regarding the time by which the supply position of coal will be improved.

MR. SPEAKER: He has categorically stated that wagons are not available for transportation of coal.

SHRI RAM TAHAL CHOUDHARY: Mr. Speaker, Sir, this is an often repeated excuse. I would like to know how long this transportation problem will continue and secondly, what is the time frame set by the Government to remove this transportation bottleneck so as to mitigate the problems of the common men.

[English]

SHRI P.A. SANGMA: As I said, until and unless our transportation system improves, it is very difficult for me to.....

MR. SPEAKER: He is asking, how soon you are going to improve it.

SHRI P.A. SANGMA: Sir, as I said the problem is not of availability of coal. In 1989-90 we had a stock of 37 million tonnes; in 1990-91 we had 42 million tonnes of stock and in 1991-92 we have 48 million tonnes of stock. Bulk of our coal is transported by railways and to some extent it is transported by road. The Railways are doing their best. They have their own priorities with regard to movement of food stocks and other essential commodities but there is a marked improvement in the transportation. It would be very difficult for me to give an assurance that we will be able to achieve hundred per cent demand satisfaction because sometimes so many other things also happen. For example, this year there was a strike in Jharkhand which resulted in a lot of dislocation of work, otherwise, we could have achieved hundred per cent demand satisfaction this year. So, it is very difficult for me to give this assurance to this House.

[Translation]

SHRI SURAJ MANDAL: The Government in its reply has stated that the demand for 1989-90, 1990-91 and 1991-92 has already been fulfilled. I would like to know from the Government total expenditure incurred on importing 170.88 million tonnes of coal from abroad during the last three years and on importing 59.96 million tonnes each year? If coal is available in abundance to meet the demand of the country, what is the reason for importing coal? In the statement attached with the reply the hon. Minister has stated that 42.41 million tonnes of coal stocks are available in the country. The Government of Bihar has recommended handing over of 82 coal mines, lying closed since the nationalisation of coal mines, to private sector be-

cause Coal India Ltd. is unable to know from the hon. Minister whether the Government proposes to stop importing coal from abroad and also order an enquiry into the matter of importing coal?

[*English*]

SHRI P.A. SANGMA: Sir, there are two types of coal, one is cooking coal and other is non-coking coal. Coking coal is used for the steel plants and we do not produce enough. There is a gap of about 5 million tonnes, which we have to import and we are importing that.

As far as non-coking coal is concerned, we do not import non-coking coal, on the other hand we export more quantity of it.

As far as the satisfaction of the demand is concerned, I must clarify one thing. What I have stated is an overall satisfaction. But, we will have to give some priority to certain priority sectors as a result of which the non-priority sector suffers. For example, power sector is regarded as the topmost one for us and therefore, our priority is to supply to the power sector and this year, 1991-92, I am glad to say that, our supply to the power sector has been 100 per cent of the demand, fertilizer has been 105 per cent. So, as a result of that for, other sectors like non-core sector, small scale sector, we are not able to meet the demand fully.

[*Translation*]

SHRI RAJNATH SONKAR SHASTRI:

The honourable Minister has just now stated that the production of coal is satisfactory and that there is no scarcity. I also watched on television last night that there is no scarcity of coal, there is ample production and the trend of its production is on constant increase. The honourable Minister was standing and was explaining the position about coal. He has just now stated that there is also no shortage of rakes....

MR. SPEAKER: He has not said that.

SHRI RAJNATH SONKAR SHASTRI: I would like to know as to why the men of brick kiln industry are suffering. A large number of other people are also suffering. Many small scale industries have been closed, hundreds of industries in the eastern Uttar Pradesh have been closed due to the scarcity of coal. When there is ample production of coal, and it is also being imported from abroad, why then is there a constant shortage of coal?

[*English*]

SHRI P.A. SANGMA: Sir, I have already admitted that because we have to fulfil the core sector to the tune of 100 per cent. If it is possible. The non-core sector does suffer and brick kiln industry comes under the non-core sector and therefore, they do suffer. I have already admitted that. And this year, there has been an improvement in supply to the brick industry also; and satisfaction has been to the tune of 95 per cent.

[*Translation*]

SHRI VILAS MUTTEMWAR: Mr. Speaker, Sir, in his reply, the honourable Minister has, besides many suggestions to meet the demand of coal, also suggested to open up new mines. I would like to know from the honourable Minister the number of proposals for setting up new mines which are pending before the Ministry of coal has sufficient funds available with it, if it must out of several proposals before it, initiate and expedite the action to open up 7 or 8 coal mines in Chandrapur district under the western Coalfields?

[*English*]

SHRI P.A. SANGMA: I have stated that availability of coal is not a problem; it is the transportation which is a problem; and we are in constant touch with the Railways; and we have been interacting and we are trying to improve it. However, we do have plans to open up new mines, because our target in the Eighth Five Year Plan has been set. And as far as the area of the hon. Member is

concerned, I myself have gone along with him to open a new mine. I think he is very happy about that.

[Translation]

SHRILAKSHMINARAIN MANITRIPATHI: Mr. Speaker, Sir, I would like to ask the honourable Minister of Coal through you, that so far as the transportation of coal through railways, is concerned, the problem does exist; but why is the coal not supplied to V.R.K. Industries and small scale industries which have to get the coal by road and from whom money is taken even six months in advance and still they do not get coal? Will the honourable Minister kindly inform us as to how much money has thus been deposited by road sale consumers and what is the reason they are denied the supply of coal? If there is no scarcity of coal, why is the supply not maintained while no arrangements for transportation are required to be made, because the consumers themselves carry their coal through trucks. What is the number of such cases in which money has been deposited and for how long money is lying deposited.

[English]

SHRI P.A. SANGMA: I have stated in the other House what the hon. Member was saying yesterday that our consumers have deposited the money, I think, to the tune of Rs. 150 crores; and we have not been able to supply coal to them. There has been a backlog. I have given a direction that all those backlogs have to be cleared by the end of this month.

I have not got the letter with me. By tomorrow or day after tomorrow, I will certainly get the feedback; and I will inform the hon. Member about it.

IREP Programme

*809. **SHRIDATTATRAYA BANDARU:**
SHRI CHETAN P. S. CHAUHAN:

Will the Minister of PLANNING AND

PROGRAMME IMPLEMENTATION be pleased to state:

(a) the States in which the Integrated Rural Energy Planning Programme has since been implemented;

(b) the details of the work done under this programme in these States so far; and

(c) the States where such programme is proposed to be taken up during the Eighth Five Year Plan?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI H.R. BHARDWAJ): (a) to (c). A statement is laid on the Table of the House.

STATEMENT

(a) The Integrated Rural Energy Planning Programme has been extended to all States & UTs except Chandigarh upto 1991-92.

(b) Integrated Rural Energy Planning Programme has two components, namely, the Centrally Sponsored Scheme and the State Sector component. The Centrally Sponsored Scheme, includes sub-components or setting up of IREP Cells at the State level and in selected districts/blocks; training; and technical back up units. Upto 1991-92, 31 State/UT level IREP Cells and 252 district/block IREP Cells have been approved in all the States/UTs except Chandigarh. Upto 1991-92, 36 national level training courses have been organised in national/regional level institutions in various states/UTs. One training-cum-R&D Centre has been set up in Delhi and four more regional R&D Centres are being set up in Gujarat, Meghalaya, Uttar Pradesh and Karnataka. The State sector component for IREP includes project implementation, demonstration, extension and promotion of various rural energy resources and technologies based on the targets fixed by the State Government for their respective IREP blocks.