

Transportation of Coal from Bokaro Colliery to Kargali Washery under NCDC in Bihar

8104. SHRI BHOGENDRA JHA: Will the Minister of ENERGY be pleased to state:

(a) whether in the Kargali washery under N.C.D.C. in Bihar contractors are engaged for manual collection and transportation of slurry instead of doing the same through mechanical means installed in the washery;

(b) whether the aerial ropeway installed for transporting raw coal from Bokaro Colliery to the Washery for washing is left unused and the coal is transported by road entailing extra-expenditure and pilferage;

(c) if so, the reasons therefor;

(d) whether three High power Committees, the Kamat Committee, the Sarkar Committee and Commercial auditing had after thorough enquiry, given their considered opinion on these malpractices and losses incurred; and

(e) if so, the main features thereof and the action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDDHESHWAR PRASAD (a) Engagement of contractors for manual collection of slurry stopped in October 1972.

(b) and (c). The ropeway, which was constructed in 1958, was dismantled in 1963 because of operational difficulties. Coal is now transported by rail departmentally and by road through contractor. The Coal received at the Washery is checked on the weigh-bridge and verified with quantity despatched from the colliery indicated in machine-numbered challans. There has been no discrepancy in the stocks at the colliery end.

(d) and (e). The Kamat Committee recommended that arrangements for manual recovery of the slurry required detailed probing by the Managing Director with the assistance of some experts in Coal Washeries from outside the National Coal Development Corporation. Shri G. C. Sarkar, head of the Coal Preparation Division of the Central Fuel Research Institute went into the problems and recommended certain improvements. These were implemented within the overall constraints of space available at the Washery site. The Commercial Audit in its latest report observed that improvements/modifications were made in the Washery "as a result of which slurry is segregated in the Washery and the necessity for its collection in the ponds along with manual recovery stopped from October 1972."

Shri Sarkar suggested that all slurry should be channelised through thickeners. The old thickeners should be improved and standby drumfilters installed. These have been done. The capacity of the slurry circuit has been increased from 15 tonnes per hour to 68 to 70 tonnes per hour.

Likelihood of Fire in Coal Stocks due to Non-clearance of Stocks by Railways

8105. SHRI HARI SINGH:

SHRI R. S. PANDEY:

Will the Minister of ENERGY be pleased to state:

(a) whether Government's attention has been drawn to the statement of Managing Director of CMA's eastern division published in local daily that large scale fire might break out in coal stocks if the mounting stocks were not cleared by the railways in time; and

(b) if so, the reaction of Government thereto?