

(c) and (d) Yes, Sir Main reasons for shortfall in the capacity utilisation are as under:

- (i) Low and erratic receipts of indigenous coking coal leading to frequent blend changes affecting Hot Metal production
- (ii) Wide fluctuations in the ash content of indigenous coking coal. During 1990-91, the average ash % was 20% against the commitment of 18.42%.
- (iii) Lower availability of Blast Furnace No. 7 then envisaged.

(e) The monetary value of the shortfall in terms of saleable steel during March, 1990 to June, 1991 is approximately Rs. 331 crores.

#### **Requirement of Coking Coal by SAIL Steel Plants**

375 SHRI BHAGY GOBARDHAN Will the Minister of STEEL be pleased to state

(a) the individual requirement of coking coal per day by SAIL steel plants,

(b) the critical level of stock of coking coal each SAIL steel plant is required to maintain at any point of time

(c) the daily average receipt of coking coal individually at SAIL steel plants from domestic and imported sources during each month from March, 1990 to June 1991, and

(d) the steps undertaken for improvement of stock of coking coal during March, 1990 to June, 1991?

#### **THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV):** (a)

The current year's average daily requirement of coking coal in individual SAIL steel plants is given below.

	<i>Average require- ment (tonnes per day)</i>
Bhilai Steel Plant (BSP)	12 255
Durgapur Steel Plant (DSP)	4 849
Rourkela Steel Plant (RSP)	5 236
Bokaro Steel Plant (BSI)	11,197
Burnpur Steel Works (IISCO)	5 359
SAIL Total	38 896

(b) The critical coking coal stock level required to be maintained by the plants is one lakh tonnes in Bhilai Steel Plant and 50,000 tonnes in each of the other four plants.

(c) The desired information is given in the statement below.

(d) The steps undertaken to improve upon the stock levels include

- (i) constant monitoring of receipts of coal at various levels within SAIL as well as in the Government
- (ii) Regular inter-face with indigenous coal companies, the Indian Railways, and the ports authorities to step up coal despatch rates by debottlenecking operational constraints; and
- (iii) improved management of imported coal to bridge the gap in requirement and indigenous availability as also its productive usage.

## STATEMENT

Month-wise average daily receipt of Cotton Seed at SAIL Plants

	C M T Tonnes Day																	
	Mar 90	3	4	5	6	7	Aug 90	Sept 90	Oct 90	Nov 90	Dec 90	Jan 91	Feb 91	Mar 91	Apr 91	May 91	Jun 91	
BSP																		
INDG	8861	8427	7113	8253	6323	6448	6647	5345	6533	7497	8387	9457	8468	7827	6616	6757		
IMP	5697	4297	4290	5403	4636	473	5670	5510	6123	6026	4574	4364	4210	4157	4245	3547		
TOTAL	14558	12723	11403	13657	10948	11181	12267	10853	12657	13523	12961	13821	12677	11983	10861	10303		
DSP																		
INDG	3181	2880	2452	2827	1639	2652	256	2961	3257	3348	3697	3579	3471	4213	2852	2513		
IMP	1226	1143	842	973	1384	1016	763	981	1080	1294	1184	811	768	1137	842	820		
TOTAL	4406	4023	3294	3800	3023	3668	3327	3942	4337	4642	4881	4389	4239	5350	3694	3333		
RSP																		
INDG	4039	3753	3006	2617	2374	205	337	2933	3800	3339	3755	3761	3784	3003	2845	3507		
IMP	1442	1417	1016	1597	1294	1174	1487	1465	1423	179	1735	1064	1455	1440	1255	1480		
TOTAL	5481	5170	4023	4210	3668	4155	4860	4400	5223	5177	5490	4825	5239	4443	4100	4987		
BSL																		
INDG	6500	5717	5735	6443	5923	5945	6560	6497	6813	5542	6268	6439	5603	5613	7184	5893		
IMP	3671	4067	2916	2217	2819	3532	3763	3771	4603	4590	4513	4250	3852	4147	3119	4040		
TOTAL	10171	9783	8652	8660	8742	9481	10623	10268	11417	10132	10781	10689	9455	9760	10303	9933		

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
<b>IISC.o.</b>																	
INDG.		3452	3097	2352	2433	1855	2677	2950	2913	3363	3094	3368	4046	3790	3837	2868	3280
IMP.		935	263	339	303	365	213	70	387	287	429	287	243	329	453	349	647
TOTAL		4387	3360	2690	2737	2219	2890	3020	3300	3650	3523	3655	4289	4119	4290	3261	3927
<b>SAIL</b>																	
INDG.		26032	23873	20658	22573	18113	20706	22393	20652	23797	22819	25474	27282	25116	24493	22365	21950
IMP.		12971	11187	9403	10490	10487	10668	11703	12113	13517	14177	12294	10732	10613	11333	9855	10533
TOTAL		39003	35060	30061	33063	28600	31374	34097	32765	37313	36997	37768	38014	35729	35827	32219	32483