

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

UNSTARRED QUESTION NO:2903  
ANSWERED ON:18.08.2011  
COAL CARRYING RAKES  
Tarai Shri Bibhu Prasad

**Will the Minister of RAILWAYS be pleased to state:**

- (a) whether it is a fact that the Railways fell short of its target of carrying coal during 2010-11 due to shortage of rakes;
- (b) if so, the details thereof and reasons therefor;
- (c) whether it is also true that Coal India Ltd. had offered financing in purchase of rakes by the Railways for carrying coal;
- (d) if so, the details thereof and the reaction of the Railways thereto;and
- (e) the steps taken/being taken by the Railways to augment its coal carrying capacity ?

**Answer**

MINISTER OF THE STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H.MUNYAPPA)

(a) & (b) The percentage materialization of coal loading was 98.9 % of the target fixed for the year 2010-11. As against a target of 425.0 million tonnes, Railway has loaded 420.21 million tonnes coal during 2010-11. The less loading of coal as compared to target was not on account of shortage of rakes but due to less availability of imports for power houses during the first 9 months of the year and less transportation of coal from pit head to railway siding for reasons both internal and external to coal companies which led to underutilization of railway transportation capacities during the first 9 months of the year.

(c)& (d) Yes, Madam. Coal India Limited had offered to purchase one rake under Wagon Investment Scheme in the year 2007 to be deployed in South Eastern Railway. The Railway did not agree to the same since coal was out side the purview of investment in Wagons Investment Scheme.

(e) The Railways have been inducting more BOXN and BOBRN wagons which are primarily used in coal loading. 5619 no. of BOXN type and 547 no. of BOBRN type wagons were inducted in 2010-11. In the period April to July 2011, 5140 no. of BOXN type and 398 no. of BOBRN type wagons have been inducted. Moreover, the new BOXNHL wagons which are being inducted have a higher payload to tare ratio and a higher axle load than the earlier designed BOXN wagons.