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STANDING COMMITTEE ON
COAL AND STEEL (2020-2021)
SEVENTEENTH LOK SABHA

MINISTRY OF COAL

"COAL CONSERVATION AND DEVELOPMENT OF INFRASTRUCTURE
FOR TRANSPORTATION OF COAL ACROSS THE COUNTRY"

[Action Taken by the Government on the Observations/
Recommendations contained in the Nineteenth Report of the
Standing Committee on Coal and Steel (Seventeenth Lok Sabha)]



TWENTY FIFTH REPORT

LOK SABHA SECRETARIAT
NEW DELHI
AUGUST, 2021/SRAVANA, 1943(Saka)

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(SEVENTEENTH LOK SABHA)

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Presented to Lok Sabha on 06.08.2021

Laid in Rajya Sabha on 06.08.2021



LOK SABHA SECRETARIAT
NEW DELHI
AUGUST, 2021/SRAVANA, 1943(Saka)

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**COMPOSITION OF THE STANDING COMMITTEE ON
COAL AND STEEL (2020-2021)**

Chairperson - Shri Rakesh Singh

Lok Sabha

2. Shri Balubhau Dhanorkar *alias* Suresh Narayan
3. Shri Vijay Kumar Hansdak
4. Shri Kunar Hembram
5. Shri Chandra Prakash Joshi
6. Shri Saumitra Khan
7. Shri C. Lalrosanga
8. Shri S. Muniswamy
9. Shri Ajay Nishad
10. Shri Basanta Kumar Panda
11. Smt. Riti Pathak
12. Dr. Lorho S. Pfoze
13. Shri S.R. Parthiban
14. Shri Komati Reddy Venkat Reddy
15. Shri Chunnil Lal Sahu
16. Shri Arun Sao
17. Shri Pashupati Nath Singh
18. Shri Sunil Kumar Singh
19. Shri Sushil Kumar Singh
20. Dr. Beesetti Venkata Satyavathi
21. Dr. Thirumaavalavan Thol

Rajya Sabha

22. Shri Anil Desai
23. Dr. Vikas Mahatme
24. Shri Venkataramana Rao Mopidevi
25. Shri Prashanta Nanda
26. Shri Ram Vichar Netam
27. Shri Samir Oraon
28. Shri Dhiraj Prasad Sahu
29. Shri Shibu Soren
30. Shri Prabhakar Reddy Vemireddy
31. Shri B. Lingaiah Yadav

SECRETARIAT

1. Shri Pawan Kumar - Joint Secretary
2. Shri Arvind Sharma - Director
3. Shri Uttam Chand Bharadwaj - Additional Director
4. Shri Yash Pal Sharma - Committee Officer

INTRODUCTION

I, the Chairperson, Standing Committee on Coal and Steel having been authorized by the Committee to present the Report on their behalf, present this Twenty Fifth Report (Seventeenth Lok Sabha) on Action Taken by the Government on the observations/recommendations contained in the Nineteenth Report (Seventeenth Lok Sabha) of the Standing Committee on Coal and Steel on the subject "Coal Conservation and Development of Infrastructure for Transportation of Coal Across the Country relating to the Ministry of Coal.

2. The Nineteenth Report (Seventeenth Lok Sabha) of the Standing Committee on Coal and Steel was presented to Lok Sabha on 16.03.2021. Replies of the Government to all the observations/recommendations contained in the Report were received on 17.05.2021
3. The Standing Committee on Coal and Steel considered and adopted this Report at their sitting held on 04.08.2021.
4. An analysis on the Action Taken by the Government on the observations/ recommendations contained in the Nineteenth Report (Seventeenth Lok Sabha) of the Committee is given at Annexure-II.
5. For facility of reference and convenience, the observations and recommendations of the Committee have been printed in bold letters in Chapter-I of the Report.

NEW DELHI;
04, August, 2021
13 Sravana, 1943 (Saka)

RAKESH SINGH
Chairperson
Standing Committee on Coal and Steel



REPORT

CHAPTER I

This Report of the Committee deals with Action Taken by the Government on the observations/recommendations contained in the Nineteenth Report (Seventeenth Lok Sabha) of the Standing Committee on Coal and Steel on the subject "Coal Conservation and Development of Infrastructure for Transportation of Coal Across the Country" relating to the Ministry of Coal which was presented to Lok Sabha and laid in Rajya Sabha on 16.03.2021

2. The Report contained 16 Observations/Recommendations. The Action Taken Replies have been received from the Ministry of Coal in respect of all the 16 observations/recommendations contained in the Report on 17.05.2021. These have been categorised as follows:-

- (i) Observations/Recommendations which have been accepted by the Government:
Serial Nos. 2, 3, 4, 8, 11, 12, 13, 14 and 15
Total : 09
Chapter-II
- (ii) Observations/Recommendations which the Committee do not desire to pursue in view of the replies of the Government:
Serial No. 9 and 16
Total : 02
Chapter-III
- (iii) Observations/Recommendations in respect of which replies of the Government have not been accepted by the Committee:
Serial Nos. 1 and 5
Total : 02
Chapter-IV
- (iv) Observations/Recommendations in respect of which final replies of the Government are still awaited:
Serial Nos. 6, 7 and 10
Total : 03
Chapter-V

3. The Committee trust that utmost importance would be given to implementation of the Observations/Recommendations accepted by the Government. In case, where it is not possible for the Ministry to implement the recommendations in letter and spirit for any reason, the matter should be reported to the Committee with reasons for non-implementation. The Committee desire that Action Taken Replies on the Observations/Recommendations contained in Chapter-I and final Action Taken Notes to the recommendation(s) contained in Chapter-V of this Report be furnished to them within three months.

4. The Committee will now deal with the Action Taken by the Government on some of their observations/recommendations made in the Nineteenth Report.

UTILIZATION OF FUNDS UNDER CENTRAL SECTOR SCHEME

Recommendation Sl. No. 1

5. The Committee were happy to note that the Central Sector Scheme viz. Conservation, Safety and Infrastructural Development in Coal Mines under Coal Mines (Conservation and Development) Act which is being implemented by the Ministry of Coal covers the areas of Conservation and Safety, Research and Development, Developing road and rail linkages in coal mines and EMSC Scheme of implementation of Jharia and Raniganj Master Plan. The financial assistance provided to the Ministry for carrying out Stowing Operations, Protective Work, Road & Rail and Cement Concrete Roads are 75%, 90%, 70% (100% for Greenfield Projects) and 20%, respectively. However, reimbursement for stowing had been stopped as per the decision taken in the 82nd Coal Conservation and Development Advisory Committee (CCDAC) meeting held on 01.04.2017. The Committee further noted from the details of the Budget proposed, actually approved by CCDAC and funds released in respect of conservation and safety in coal mines and in respect of development of transport infrastructure since 2012-13 vis-a-vis the achievement of the Central Sector Scheme that as against the total fund requirements for CCDAC Scheme, the Ministry could reimburse less amount resulting in a spillover amount from the previous years. The Committee had been informed that claims of the coal companies for reimbursement from CCDA schemes are inspected by concerned Regional Office of Coal Controller's Organisation (CCO) and after further scrutiny at CCO, are placed before the CCDA Sub-Committee for technical scrutiny

and recommendation to CCDA Committee. The CCDA Committee normally meets twice in a year for approving the claims of coal companies and accordingly funds are disbursed. The Committee found that there had been consistent spill over amount every year from the previous year and in respect of conservation and safety in Coal mines there was spill over amount of Rs. 106.38 crore in 2017-18 from 2016-17, Rs. 33.57 crore in 2018-19 from 2017-18 and Rs. 0.37 crore during 2019-20 from 2018-19. Similarly, in respect of development of transport infrastructure, there was spill over amount of Rs. 306.61 crore in 2017-18 from 2016-17, Rs. 208.50 crore in 2018-19 from 2017-18 and Rs. 68.50 crore during 2019-20 from 2018-19. In view of the foregoing, the Committee felt that the present system of scrutinizing and settling the claims of the coal companies did require a relook as it might end up with under utilisation of the allocations meant for some specific projects under the CCDA scheme. The Committee, therefore, desired the Government to take appropriate action to review the existing procedure for settlement of claims of reimbursement on an urgent basis and for a time bound implementation of schemes under Coal Mines (Conservation & Development) Act, 1974.

6. The Ministry in its Action Taken Reply has submitted as under:-

"Coal companies submit their proposals to be taken up during the financial year (BE) which is also scrutinized by Regional Offices of CCO and CCO (HQ) before submitting to Sub-Committee. After technical scrutiny, Sub-Committee recommends the proposals to CCDA Committee for approval.

After approval, the coal companies submit their claims against the completed works for reimbursement of funds under the Central Sector Scheme "Conservation and Safety in Coal Mines".

As the fund is approved only after completion of a specific job/project, there is seldom chance of under utilisation of the allocated fund. However, suggestions may be sought from different Government Institutions regarding review of the existing system of settlement of claims for better utilisation of the fund."

7. The Committee had noted that there had been a consistent spill over of budget every year from the previous year in respect of various Central Sector Scheme viz. 'Conservation, Safety and Infrastructure Development in Coal Mines'. The Committee had, therefore, desired the Government to take appropriate action to review the existing procedure for

settlement of claims of reimbursement on an urgent basis and for a time bound implementation of schemes under Coal Mines (Conservation & Development) Act, 1974. The Ministry in its Action Taken Reply while stating that after technical scrutiny, the CCDA Sub-Committee recommends the proposals to CCDA Committee for approval and after approval, the coal companies submit their claims against the completed works for reimbursement of funds under the Central Sector Scheme "Conservation and Safety in Coal Mines" has assured the Committee that suggestions may be sought from different Government Institutions regarding review of the existing system of settlement of claims for better utilisation of the fund. Taking note of the spill over of funds for these schemes over the previous years, the Committee feel that as CCDA Committee meets only twice in a year, there is need to put in place more effective mechanism to ensure timely reimbursement of completed projects by coal companies under the Central Sector Schemes. The Committee, therefore, reiterate their earlier recommendation to review the existing procedure for settlement of claims of reimbursement on an urgent basis and for a time bound implementation of schemes under Coal Mines (Conservation & Development) Act, 1974.

IMPLEMENTATION OF STUDY REPORT ON UG COAL MINING

Recommendation Sl. No.5

8. The Committee noted that a 'Study on UG Coal Mining in CIL - Problems, Potential, Technology, Modernisation, Production and Safety' was awarded to the Consortium of Indian Institute of Technology (Indian School of Mines), Dhanbad [IIT (ISM)], Singareni Collieries Company Limited [SCCL] and PricewaterhouseCoopers Private Limited [PwC] (covering 90 mines of different subsidiaries) on 25.07.2016 which submitted its final study report on 08.12.2017. The major recommendation included (i) 95 mines under study (including 5 additional adjoining mines taken up by the Consortium for amalgamation) were proposed to be amalgamated to 80 mines. Out of these, 61 UG mines/amalgamated UG mines and 14 OC mines are envisaged to be

operational in 2026-27 as per the report. Rest 5 mines will be exhausted/not proposed to be operated, (ii) There is scope for introduction of mass production technologies in 48 mines/amalgamated mines out of these 61 UG mines/ amalgamated UG mines that are likely to start production in 2026-27, (iii) Out of the 90 mines awarded for study, 44 nos. (mainly in ECL, BCCL and CCL) shall require detailed exploration of lower seams, and (iv) Out of these 90 mines, 19 mines were closed (as on 2015-16) for various reasons. It was proposed to re-open these mines except 2 mines (one mine closed due to exhaustion of reserve and another closed due to DGMS restriction) and to commence production in these by OC/UG method. The Committee also noted that the Consortium in its study report had inter-alia recommended for revival of old mines with the introduction of mechanization. Out of 90 such mines, 23 mines have been primarily selected for production enhancement/revival and out of this, 03 closed mines namely Kustore, Hurridih & Burrahgarh of BCCL have been conceptually recommended for revival through amalgamation with mass production technology. Further, study of techno-economic viability of the mines recommended for revival are under process. The Committee desired that the various types of mechanisation depending upon the prevailing geo-mining conditions as recommended by the Study Report of Consortium of IIT (ISM), SCCL and PwC, might be introduced in UG mines of CIL which might not only result in improved production but would also ensure safety. The Committee would like to be apprised of the progress with regard to the implementation of recommendations of Study Report from time to time.

9. The Ministry in its Action Taken Reply has submitted as under:-

“As no financial viability analysis for recommended technology/ methodology was done by the Consortium during study, CIL has decided that:

1. Each subsidiary shall identify few mines from the Consortium report envisaged to produce 1 Mty or more in 2026-27 (23 projects) and request CMPDIL to prepare Project Report in line with the recommendation of the Consortium.
2. If found economically viable, those mines will be operationalized.
3. After successful operationalization of those identified mines, mechanization of rest of the mines will be undertaken as per recommendation.

In line with the above decision, PR of 6 (Six) projects i.e. 3 projects of ECL (Tilaboni, Parasea-Belbaid and Siduli), 2(two) projects (Moonidih XV seam and Muraidih UG) of BCCL and 1 (one) project (Gandhigram) of WCL have been approved and are under implementation. PR of another project (Kapuria UG) of

BCCL (in this category) is under process of approval for operationalization through MDO mode.

SECL has submitted report with recommendations of 25 underground projects to CIL."

10. In their original Report, the Committee had desired that various types of mechanisation depending upon the prevailing geo-mining conditions as recommended by the Study Report of Consortium of IIT (ISM), SCCL and PwC submitted on 08.12.2017 might be introduced in UG mines of CIL, which might have not only resulted in improved production but also ensured safety. In its Action Taken Reply, the Ministry of Coal has informed the Committee that as no financial viability analysis for recommended technology/ methodology was done by the Consortium during study, CIL has decided that each subsidiary shall identify few mines from the Consortium report envisaged to produce 1 Mty or more in 2026-27 (23 projects) and request CMPDIL to prepare Project Report in line with the recommendation of the Consortium. In line with the above decision, Project Report (PR) of 6 (Six) projects i.e. 3 projects of ECL (Tilaboni, Parasea-Belbaid and Siduli), 2(two) projects (Moonidih XV seam and Muraidih UG) of BCCL and 1 (one) project (Gandhigram) of WCL have been approved and are under implementation. The Ministry has further added that SECL has submitted a report with recommendations of 25 underground projects to CIL. The Committee desire that Project Reports regarding financial viability of the mines identified in the Study Report submitted by Consortium be prepared with due diligence and action be taken accordingly.

REASONS FOR SHORTFALL IN COAL LOADING

Recommendation Sl. No.11

11. The Committee noted that demand for rakes are placed by the concerned coal companies with the Zonal Railways based on their coal production, capacity to transport coal into the sidings, contractual obligations with the consumers including payments, etc. According to the Ministry of Railways, at most of the times, the loading capability of the coal company was less than the total demand projected by it. This resulted in loading being less than the projected demand. Further, there were 4,525 non lapsable rakes arrear on Indian Railways as on 31 December, 2019 and out of the same, 3043 arrears were in South Eastern Coalfields Ltd (SECL) alone. The shortfall in loading was primarily on account of less availability of coal at sidings. In view of the foregoing, the Committee desired that the Ministry of Coal/Coal companies should analyse the reasons for shortfall in coal loading and accordingly take suitable measures to avoid their recurrence in future to ease transportation of coal to various power houses.

12. The Ministry in its Action Taken Reply has submitted as under:-

"Demand for rakes are placed by the concerned coal companies with Zonal Railways on the basis of monthly submission of programmes against the MSQ. The Year wise stock of Coal at various coal companies of Coal India is as under:

(in Million tonnes)

Date	CIL Stock
01.04.2019	54.15
01.04.2020	74.89
25.03.2021	92.55

As it can be seen from the above that there has been no dearth of coal from CIL's end over the last few years. In fact, in the year 2019-20, Coal India Limited have ended the fiscal with a record high stock of 74.89 Million tonnes at its pithead. In the current year upto February 2021, CIL has produced 515.10 million tonnes of coal and has achieved an offtake of 514.06 million tonnes of coal.

In the current fiscal, consumers did not book the quantity as per their Monthly Scheduled Quantity especially during the first two quarters of the current fiscal due to covid-19 pandemic. Also, with the shortage of manpower coupled with unloading constraints at the

consumers end, they did not lift the desired quantity of coal from CIL sources. However, with the gradual unlocking phases, loading from CIL sidings had picked up and achieved a remarkable growth of 10% in comparison to last year.

At the start of the current fiscal, the position of non-lapsable arrear rakes with CIL stood at 4321 rakes with SECL having the share of 2869 rakes. With the continuous efforts of Coal India Limited and Railways, CIL has been able to liquidate rakes of the year 2017-18 and 2018-19 completely and CIL was able to liquidate 4073 rakes, out of the 4321 rakes lying pending as arrears from the earlier years (2017-18, 2018-19 & 2019-20) for the non-power sector. As on 21.03.2021, CIL had a total pending arrear rakes of 248 rakes pertaining to the year 2019-20 with a share of 160 rakes from SECL. Altogether CIL has arrear rakes of 1709 rakes (including that of 2020-21) with SECL having a pendency of 826 rakes.

In view of the above, it can be said that there is adequate amount of coal lying with CIL and with the ongoing period of surge in production it is ready to cater the needs of both Power and Non-power sector."

13. Taking note of the fact that most of the times, the loading capability of a coal company was less than the total demand for rail rakes projected by it, the Committee had desired that the Ministry of Coal/Coal companies should analyse the reasons for shortfall in coal loading and accordingly take suitable measures to avoid their recurrence in future. The Ministry of Coal in its Action Taken Reply has informed the Committee that demand for rakes are placed by the concerned coal companies with Zonal Railways on the basis of monthly submission of programmes against the Monthly Scheduled Quantity (MSQ). The Committee have also been apprised that there has been no dearth of coal from CIL's end over the last few years. However, consumers did not book the quantity as per their Monthly Scheduled Quantity especially during the first two quarters of the current fiscal due to covid-19 pandemic and further the consumers could not lift the desired quantity of coal from CIL sources due to shortage of manpower at their end. The Committee have also been

informed that altogether CIL has arrear rakes of 1709 rakes (including that of 2020-21) with SECL having a pendency of 826 rakes.

The Committee recommend that the Ministry of Coal in close coordination with the Ministry of Railways and coal end users should take all necessary steps to ensure availability of required rakes keeping in view the loading capability of a coal company and the total demand projected by it. The Committee would like to be apprised of the concerted efforts made by Ministry of Coal/ Coal Companies in this regard.

Recommendation Sl. No.15

Mining Activities in Jharia Town

14. The Committee noted that although the work related to sand filling after coal evacuation in Jharia coalfields is being done by BCCL for the last two to three decades, the existence of Jharia town is still in danger. Besides, Dhanbad-Chandrapura line passing through Jharia Coalfield is reportedly closed for a long period of time. According to Ministry of Coal, evacuation of coal from Jharia Coalfield started long back before nationalization while BCCL came into existence around 1972. The Committee have been given to understand that the danger of subsidence of Jharia town is attributed to fire in old working of coal seams at shallow depth which were extracted by private operators and the quality of sand stowing of those seams done by private owners cannot be proved. BCCL works at greater depth and that too with sand stowing. At present, no further depillaring with sand stowing is being carried out. In the light of the fact that the depillaring with sand stowing is over, the Committee are hopeful that efforts initiated by BCCL would prove effective in arresting the fire occurring in the Jharia coalfields and would help in dealing with the danger of subsidence in Jharia town. The Committee would like to be apprised of the present status of mining activities being carried out by BCCL in and around Jharia town.

15. The Ministry in its Action Taken Reply has submitted as under:-

“At present, in BCCL Underground mining is being done through Board & Pillar method and modern mass technology at very few mines. Rest of the mines are being done through Open cast mining. After mining, reclamation is being done with back filling.”

16. The Committee in their original Report had observed that the danger of subsidence of Jharia town is attributed to fire in old working of coal seams at shallow depth which were extracted by private operators and the quality of sand stowing of those seams done by private owners could not be proved. They had also observed that the efforts initiated by BCCL like depillaring with sand stowing would prove effective in arresting the fire occurring in Jharia Coalfields. The Committee had desired to be apprised of the present status of mining activities being carried out by BCCL in and around Jharia town. The Ministry in its Action Taken Reply has stated that at present Underground mining in BCCL is being done through Board & Pillar method and modern mass technology at very few mines and that rest of the mines are being done through Opencast mining. After mining, reclamation is being done with back filling. The Committee desire that at Ministry/CIL level, some monitoring system should continue to be in place so that not only danger of subsidence in the area can be checked but also the illegal coal mining from abandoned mines be stopped.

CHAPTER – II

OBSERVATIONS/RECOMMENDATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT

Recommendation Sl. No. 2

The Committee observe that the Expenditure Finance Committee (EFC) in its meeting held on 12.12.2017 had recommended for continuation of the Scheme 'Conservation, Safety & Infrastructural Development in Coal Mines' from 2017-18 till 2019-20 with budgetary outlay of Rs. 900 crore to carry out other provisions of Coal Mines (Conservation and Development) Act, which mandates the safety & conservation activities by the Government. Approval of the Hon'ble Minister of Finance was obtained in line with the recommendation of EFC. The Committee would like to be informed about the status with regard to the extension of the 'Conservation, Safety & Infrastructural Development in Coal Mines' Scheme beyond 2019-20. Besides, how far the objectives of the Scheme have been achieved may also be apprised.

ACTION TAKEN

Expenditure Finance Committee (EFC) meeting to consider continuation of the scheme of Conservation, Safety and Infrastructural Development in Coal/Lignite Mines for 2021-22 to 2025-26 was held on 8.4.2021 and agreed to continue this scheme for next 05 years.

Year-wise achievement of the scheme is tabulated below:-

Year-wise achievement of Conservation & Safety Scheme

Year	Sand Stowing		Protective Works		Scientific Development Works		Total Amount approved by CCDAC	Amount Disbursed by MoC
	Quantity of Sand used for Sand Stowing in Million m ³	Cost in Rs. Cr.	No. of Projects	Cost in Rs. Cr.	No. of Projects	Cost in Rs. Cr.	Cost in Rs. Cr.	Rs. in Cr.
2015-16	6.26	181.46	31	7.78	1	3.16	192.40	170.00
2016-17	6.31	217.56	30	5.53	5	10.46	233.56	170.00
2017-18	3.43	119.55	9	1.79	2	5.78	127.13	200.00
2018-19	0	0	3	1.06	8	8.14	9.20	42.40
2019-20	0	0	5	4.57	1	2.15	6.72	3.60

Year-wise achievement of DTIC Scheme-

Year	No. of Projects assisted			Total Amount approved by CCDAC	Amount Disbursed by MoC
	Rail	Road	Total	Cost in Rs. Cr.	Rs. in Cr.
2015-16	5	11	16	257.13	75.00
2016-17	3	12	15	277.56	180.00
2017-18	4	5	9	201.33	299.50
2018-19 (Payment for Spillover of 2017-18)	0	0	0	0	140.00
2019-20	5	12	17	159.38	80.99

[Ministry of Coal O.M. No.54012/1/2019-CCSD dated 17-05-2021]

Recommendation Sl. No. 3

IMPROVED ROAD AND RAIL NETWORK FOR EVACUATION OF COAL

The Committee note that for time bound implementation of the CCDA Scheme, an independent evaluation and assessment of Conservation, Safety and Infrastructural Development in Coal Mines was conducted by Indian School of Mines (ISM), Dhanbad, which recommended that the expenditure on Conservation and Safety in Coal Mines shall increase in the coming years due to increase in the cost of stowing and protective works, implementation of Master Plans of BCCL and ECL and introduction of new technologies like man riding facilities, in-seam degasification for improving safety of the gassy mines, introduction of air cooling system in deep mines etc. Expenditure on these activities qualify for receiving assistance under CCDA Act and Rules made under it. Further, for an effective monitoring of the progress, quality of construction and verification of the estimates, it is desirable that the number of road and rail schemes should be reduced to manageable limits and only important and large rail and road links should be considered for assistance. ISM has also recommended that strengthening/renovation schemes of existing roads/sidings and roads of small lengths should be excluded from receiving assistance. Taking note of the recommendations of ISM, Dhanbad to immediately strengthen road and rail network in Coal Mining Areas with increased production targets, the Committee would like to be apprised of the steps taken by Ministry of Coal/Coal Companies to implement the same.

ACTION TAKEN

Government has accepted the recommendations of ISM (Dhanbad). Accordingly, Government has submitted EFC Note to Ministry of Finance. EFC meeting was held on 8.4.2021, wherein, EFC has agreed to the proposal contained in the EFC Note in principle.

[Ministry of Coal O.M. No.54012/1/2019-CCSD dated 17-05-2021]

Recommendation Sl. No. 4

MECHANIZATION OF UG AND OC MINING

The Committee appreciate that the Coal India Limited's coal production has increased manifold and achieved above 600 Mt in 2018-19 from a modest production of 78 Mt at the time of its inception, the Committee are also happy to note that, presently, CIL is the world's largest coal producer company. CIL has been able to transform most of its operations into mechanized one with consistent improvement in technology both in Under Ground(UG) & Open Cast(OC) mines, so as to enhance its coal production with maximum recovery of coal reserve. The Committee further learn that presently mechanized OC mining technology dominates the coal industry contributing 93.7% of country's coal production. While almost all of the OC mines of CIL have been mechanized, in respect of UG mines, mechanized Mass Production Technology is stated to have been introduced wherever viable. In view of the fact that conservation of coal is very crucial, particularly when India's coal reserves are finite, the Committee are of the considered opinion that CIL should formulate a strategy for exploitation of coal resources within its leasehold in the UG mines besides OC mining. The Committee desire that initiatives should be taken for application of mass production technology in CIL UG mines for sustainable coal production in the long term and an action plan should urgently be drawn for its introduction and they be apprised of the same.

ACTION TAKEN

CIL has planned to introduce Mass Production Technology in its UG mines in a phased manner wherever feasible. Presently, 15 CMs and 2 PSLW are currently in operation in 11 & 2 mines respectively. Another 23 nos. of CMs & 2 PSLW faces are envisaged to be introduced within 2023-24. Apart from these initiatives, with sincere effort by coal producing companies manual loading method has been eliminated in almost all UG mines of CIL by introducing SDL/LHD loading in conjunction with belt conveyors.

At present, 45 mines (25 underground and 20 opencast) are in operation in SCCL. Around 13 % of the total production in SCCL comes from underground mines. SCCL has completely phased out the manual loading of coal with Semi-mechanisation of SDL/LHD. Continuous Miners are in 4 mines and High-Capacity Longwall in One mine. Bolter Miner (used for cutting coal and supporting roof) is in operation in two mines eliminating blasting. Mechanisation in the mines of SCCL is being done as per requirement and technical feasibility. Owing to geological condition of reserves in SCCL, the scope of introduction of mass production technologies are limited.

[Ministry of Coal O.M. No.54012/1/2019-CCSD dated 17-05-2021]

Recommendation Sl. No. 8

METHODS OF TRANSPORTATION OF COAL

The Committee note that various modes of transport like Rail, Road, MGR and Belt Pipe Conveyor are being used for evacuation of Coal from the coalfields areas. It is a matter of concern that out of the total coal evacuated in the country, only 34% is being evacuated by MGR/Rail/Belt and rest of 66% is evacuated by road. Keeping in view that transportation of coal through road from the pithead to dispatch point adds to dust and air pollution while endangering environment safety and causing various health hazards, the Committee recommend that CIL should gradually do away with transportation of coal by road. As piped conveyor belt transportation of coal is a covered system for movement of coal and thus prevents possible pollution as well as coal pilferage, the Committee are of the opinion that CIL should focus on placing a completely mechanised system of transportation of coal through MGR/Rail/piped conveyor belts in its mines from pitheads to dispatch points by gradually replacing the present practice of coal transportation by road. The Committee would like to be apprised of the action plan of Coal Companies in this regard.

ACTION TAKEN

CIL, in addition to the already existing First Mile Connectivity (FMC) capacity of 151 MTY, has taken up 35 new First Mile Connectivity Projects of 404.5 MTY capacity for mega projects having capacity of >4 MTY, to reduce human intervention, traffic congestion, road accidents and adverse impacts on environment and health around the mines by enhancing coal handling efficiency through employing alternate transport methods like mechanized conveyor system and computerized loading into railway rakes. Out of these 35 FMC Projects, 3 Projects have been commissioned till date, 8 Projects are under various stages of construction, LOA/WOs have been awarded for 21 Projects and Tenders are under finalization in 3 more Projects. All these FMC Projects are scheduled to be commissioned by 2023-24.

In the year 2020-21, SCCL supplied 48.51 MT coal. Out of which, 70% is by rail, 15% is by road, 14 % is by MGR and a small quantity (< 1%) is by aerial ropeway. The details of mode-wise transport are as below:

Year	Mode wise Coal Despatch in Million Tonnes				
	Rail	Road	MGR	Rope	Total
2016-17	39.96	11.95	8.51	0.38	60.79
2017-18	39.21	16.86	8.13	0.42	64.62
2018-19	45.58	13.39	8.37	0.34	67.67
2019-20	45.51	8.37	8.19	0.38	62.47
2020-21	34.02	7.31	6.84	0.34	48.51

For transport of coal to the proposed pit head Talabira Thermal Power Station, belt conveyor system has been envisaged from the coal stock yard in mine area to Junction Tower (JT)

and further a pipe conveyor from the JT to the Crusher House inside the power plant. A railway corridor is envisaged in the approved plan for transportation of Coal from Talabira II & III Open Cast Mine up to the IB Valley station on the South Eastern Railway. The railway siding with capacity of 5 MTPA is proposed at Malda village, Jharsuguda District in the Mine lease area of Talabira II & III mine which is about 4 km from present mine working and tentative 8 km from IB Valley station. The railway corridor is under construction and expected to be completed by April 2022. Till commissioning of Railway Corridor, coal from Talabira II & III mine is proposed to be transported by road up to a private Railway siding at about 10 km from mines.

[Ministry of Coal O.M. No.54012/1/2019-CCSD dated 17-05-2021]

Recommendation Sl. No. 11

The Committee note that demand for rakes are placed by the concerned coal companies with the Zonal Railways based on their coal production, capacity to transport coal into the sidings, contractual obligations with the consumers including payments, etc. According to the Ministry of Railways, at most of the times, the loading capability of the coal company is less than the total demand projected by it. This results in loading being less than the projected demand. Further, there were 4,525 non lapsable rakes arrear on Indian Railways as on 31 December, 2019 and out of the same, 3043 arrears were in South Eastern Coalfields Ltd (SECL) alone. The shortfall in loading is primarily on account of less availability of coal at sidings. In view of the foregoing, the Committee desire that the Ministry of Coal/Coal companies should analyse the reasons for shortfall in coal loading and accordingly take suitable measures to avoid their recurrence in future to ease transportation of coal to various power houses.

ACTION TAKEN

Demand for rakes are placed by the concerned coal companies with zonal railways on the basis of monthly submission of programmes against the MSQ. The Year wise stock of Coal at various coal companies of Coal India is as under:

(in Million tonnes)

Date	CIL Stock
01.04.2019	54.15
01.04.2020	74.89
25.03.2021	92.55

As it can be seen from the above that there has been no dearth of coal from CIL's end over the last few years. In fact, in the year 2019-20, Coal India Limited have ended the fiscal with a record high stock of 74.89 Million tonnes at its pithead. In the current year upto February 2021, CIL has produced 515.10 million tonnes of coal and has achieved an offtake of 514.06 million tonnes of coal.

In the current fiscal, consumers did not book the quantity as per their Monthly Scheduled Quantity especially during the first two quarters of the current fiscal due to covid-19 pandemic. Also, with the shortage of manpower coupled with unloading constraints at the consumers end, they did not lift the desired quantity of coal from CIL sources. However, with the gradual unlocking phases, loading from CIL sidings had picked up and achieved a remarkable growth of 10% in comparison to last year.

At the start of the current fiscal, the position of non-lapsable arrear rakes with CIL stood at 4321 rakes with SECL having the share of 2869 rakes. With the continuous efforts of Coal India Limited and Railways, CIL has been able to liquidate rakes of the year 2017-18 and 2018-19 completely and CIL was able to liquidate 4073 rakes, out of the 4321 rakes lying pending as arrears from the earlier years (2017-18, 2018-19 & 2019-20) for the non-power sector. As on 21.03.2021, CIL had a total pending arrear rakes of 248 rakes pertaining to the year 2019-20 with a share of 160 rakes from SECL. Altogether CIL has arrear rakes of 1709 rakes (including that of 2020-21) with SECL having a pendency of 826 rakes.

In view of the above, it can be said that there is adequate amount of coal lying with CIL and with the ongoing period of surge in production it is ready to cater the needs of both Power and Non-power sector.

[Ministry of Coal O.M. No.54012/1/2019-CCSD dated 17-05-2021]

Comments of the Committee
(Please see Para 13 of Chapter-I of the Report)

Recommendation Sl. No. 12

The Committee note that the Barwadeeh-Chirmiri rail line project has been taken up by Chhattisgarh Railway Company Limited (CRCL), a Joint Venture (JV) company of Ministry of Railways & Government of Chhattisgarh. Although, the Ministry of Railways has stated that for Barwadih-Chirmiri (202 km) line initial survey was done in 2011, the Committee had pointed out that this is an old project, identified during British era. The JV is reported to be in development stage and detailed project report is being finalised. Further, Tori-Chatra New Line project (66.5 km) is under development with Jharkhand State. Also, for New Line between Chatra-Gaya of 99 km which was sanctioned in 2008-09, field verification survey and land plan of 39 villages have been completed. The Committee while observing that Indian Railways has taken up 188 New line Projects of 21295 km length, costing Rs. 3.87 lakh crore including 36 New Line Projects of 3008 km length costing Rs. 54,759 crore in the State of Bihar recommend that all the said projects being implemented by Railways or in JV be reviewed at regular intervals and expedited to ensure

evacuation of coal. The Committee desire that a coordination mechanism be developed between the Ministries of Railways and Coal and also Joint Stake Holder and they be apprised of the same.

ACTION TAKEN

Ministry of Railways are the stakeholders in all the Rail Projects and these projects are regularly reviewed by Secretary, Coal and Chairman, Railway Board jointly.

[Ministry of Coal O.M. No.54012/1/2019-CCSD dated17-05-2021]

Recommendation Sl. No. 13

The Committee are given to understand that the completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, shifting of infringing utilities (both UG and over ground), statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project site, number of working months in a year for particular project site due to climatic conditions, encountering unforeseen conditions like earthquake, flooding, excessive rains, strikes of labour, orders of Hon'ble Courts, situation and conditions of working agencies/contractors etc. Though, there is no denying the fact that all these factors do affect progress of any project/s, the Committee feel that over the time, the Ministries of Railways and Coal would have learnt to deal with such procedural issues and cope with the other impediments in completion of their projects. While acknowledging the important role of the Ministry of Railways in creation of adequate rail infrastructure in the Country for giving impetus to the development of the economy, the Committee would like the Ministry of Railways to strengthen and streamline its supervisory/inspecting machinery to ensure time bound implementation and commissioning of the railway projects for evacuation of Coal.

ACTION TAKEN

14 Critical Coal Projects have been jointly identified by the Ministry of Railways and Ministry of Coal for coal evacuation. Monitoring of these projects is done at the level of CRC & CEO/ Railway Board along with Secretary, Coal. Besides this, Indian railway have prepared "Visions-2024" document (which includes coal projects) under which projects have been categorized into 'Super-Critical' and 'Critical' categories. All these projects are priority projects which are targeted to be completed by March 2024.

[Ministry of Coal O.M. No.54012/1/2019-CCSD dated17-05-2021]

Recommendation Sl. No. 14

MEASURES TO CONTROL POLLUTION DUE TO COAL TRANSPORTATION

The Committee observe that the transport of coal in all its forms involves fugitive dusts that causes health hazards among the local population living in proximity of the project/mine site besides affecting agriculture, forestry, horticulture, aquaculture, buildings and installations. The Committee do appreciate that as per stipulated Environmental Clearance conditions mandated by Ministry of Environment, Forest and Climate Change, transportation of coal by road is being carried out by covered trucks/conveyors. Besides, effective control measures such as regular water/mist sprinkling/rain gun etc. are taken up in critical areas prone to air pollution. Other measures being taken by the coal companies while transportation of coal include the plantation in and around the mine, use of major roads either black topped or made of concrete for coal transport, treating haul roads with approved dust suppressant chemicals besides following the provisions and route proposed in the approved Mining Plan for transportation of coal, bypassing the existing local village/habitations, etc. While observing various measures taken by the coal companies to reduce pollution due to coal transportation by road, the Committee recommend for setting up of the monitoring mechanism to ensure strict implementation of these measures to reduce the negative impact of coal transportation by road. Periodical reviews to determine effectiveness of such measures which may also include seeking feedback from the stakeholders, etc. should be done to improve and address the negative impact due to transportation of coal by road in the interest of the environment and local population living in proximity of the projects/mines site, etc. The Committee would also like to be apprised of any study carried out on adverse impact of coal transport on agriculture produce and steps taken to control it.

ACTION TAKEN

In order to assess pollution caused by coal mining, a detailed Environmental Impact Assessment (EIA) is undertaken for project (New / Expansion) based on the stipulated guidelines of Environment Impact Assessment Notification, 2006 and subsequent amendments. An Environmental Management Plan (EMP) for the concerned project based on EIA is prepared and got approved by MoEF&CC. The measures indicated in EMPs are implemented which ensures that there is minimal impact due to coal mining.

To ascertain the concern of local stakeholders who have a plausible stake in environmental impacts of the project / activity, public consultation is done near project site whenever commissioning of new project/ expansion of existing project is envisaged. In order to reduce the air pollution, projects of CIL undertake detailed pollution control which are given below-

- i. Installation of fixed type Sprinklers/ Rain guns at/ along/ around the dust generating sources viz. Haul roads, Stock yard, Railway siding, Coal Handling Plants etc.

- ii. Mobile Water Sprinklers are also deployed along haul roads & other transportation roads,
- iii. In addition, fixed type Sprinklers are also installed at various transfer points along conveyor route in Coal Handling Plants, bunkers etc.
- iv. In order to prevent dust generation during coal transportation, the roads are black-topped, coal carrying trucks are optimally loaded and covered with tarpaulin. Further, road side avenue plantation is also carried out.
- v. Further to control fugitive dust, Mechanical Road Sweeping machine has also been introduced. In addition, for control of dust, latest dust control equipment like trolley mounted mist spray, truck mounted mist spray system have also been introduced.
- vi. Concurrently with mining activities, afforestation (plantation) is also carried out.
- vii. For ambient air quality monitoring in addition to regular fortnightly monitoring, Continuous Ambient Air Quality Monitoring station has been introduced.
- viii. First Mile Connectivity (FMC) projects have been strategized for mines having a capacity of 4 MTY and above for easier handling and transportation of coal directly from pithead to destination. Total 49 FMC projects have been identified in CIL. Out of these 49 projects, 35 projects of 406 MTY capacity are under implementation in First Phase.

The benefits by implementation of FMC will be as follows:

- a. Reduction in air pollution from reduced vehicular exhaust emissions and road dust emissions.
- b. Reduction in energy consumption and carbon footprint.
- c. Reduction in sound level in the region.

CSIR-NEERI was entrusted to conduct a study to assess the impact of air pollution on public health & agriculture area in Wani and Arni, Maharashtra whose outcome in respect to agriculture is as follows:

- Data on morphological characters of standing crop showed no significant reduction in crop growth in number of fruits, squares/ bolls between Arni and Wani.
- Comparing the earlier results of secondary data collected from agriculture departments submitted in Phase I, and the present results of standing crops, it seems there is no direct effect of coal related activities on the morphological outputs of standing crop. However there could be effects on crops in close proximity by the side of roads.
- Laboratory investigations of field samples showed no crop loss after 100 meters distance from any of the coal related activities, such as coal stock yard, coal handling loading site, agricultural field along coal transportation road, coal washeries and coal mine quarry. However, it was visible that standing crops within 100 meters radius of the activities were affected due to coal dust accumulation on foliage.

[Ministry of Coal O.M. No.54012/1/2019-CCSD dated 17-05-2021]

Recommendation Sl. No. 15

MINING ACTIVITIES IN JHARIA TOWN

The Committee note that although the work related to sand filling after coal evacuation in Jharia coalfields is being done by BCCL for the last two to three decades, the existence of Jharia town is still in danger. Besides, Dhanbad-Chandrapura line passing through Jharia Coalfield is reportedly closed for a long period of time. According to Ministry of Coal, evacuation of coal from Jharia Coalfield started long back before nationalization while BCCL came into existence around 1972. The Committee have been given to understand that the danger of subsidence of Jharia town is attributed to fire in old working of coal seams at shallow depth which were extracted by private operators and the quality of sand stowing of those seams done by private owners cannot be proved. BCCL works at greater depth and that too with sand stowing. At present, no further depillaring with sand stowing is being carried out. In the light of the fact that the depillaring with sand stowing is over, the Committee are hopeful that efforts initiated by BCCL would prove effective in arresting the fire occurring in the Jharia coalfields and would help in dealing with the danger of subsidence in Jharia town. The Committee would like to be apprised of the present status of mining activities being carried out by BCCL in and around Jharia town.

ACTION TAKEN

At present, in BCCL Underground mining is being done through Board & Pillar method and modern mass technology at very few mines. Rest of the mines are being done through Open cast mining. After mining, reclamation is being done with back filling.

[Ministry of Coal O.M. No.54012/1/2019-CCSD dated 17-05-2021]

Comments of the Committee
(Please see Para 16 of Chapter-I of the Report)

CHAPTER – III

OBSERVATIONS/RECOMMENDATIONS WHICH THE Committee DO NOT DESIRE TO PURSUE IN VIEW OF THE GOVERNMENT'S REPLIES

Recommendation Sl. No. 9

COAL EVACUATION FACILITIES

The Committee have been informed that in order to put an end to the manual facilities for evacuation of coal and develop complete mechanized rapid system, CIL, in addition to the already existing First Mile Connectivity (FMC) capacity of 151 MTY, has taken up new 35 First Mile Connectivity Projects of 415 MTY capacity for mega projects having capacity of >4 MTY under Ministry of Coal's '100 Days Transformative Ideas', for implementation in the different subsidiaries of CIL at an estimated capital of Rs 18750 crore. This will reduce human intervention, traffic congestion, road accidents and adverse impacts on environment and health around the mines by enhancing coal handling efficiency through employing alternate transport methods like mechanized conveyor system and computerized loading into railway rakes. Railway Board has made a policy for facilitating Rapid Loading System (RLS) by permitting acceptance of the weighment done in RLS. While appreciating the initiatives taken by the Ministry of Coal and Railway Board, the Committee are hopeful that the ambitious project of the Ministry will be implemented and completed in a coordinated and time bound manner to fulfill the desired objectives. The Committee also recommend that Coal Companies should come up with a policy to give preference to Land Oustees for transportation of coal from Coal Mines areas to railways sidings, etc.

ACTION TAKEN

In view of environmental responsibilities, CIL has planned to eliminate transportation of coal through road mode from mines to the Railway Sidings under the First Mile Connectivity Project, which is under implementation.

SCCL has three planned First Mile Connectivity projects with 23.5 MTY capacity at an estimated capital investment of 2385.51 crore (including Rs. 274.61 Crore by MDO). Out of 3 FMC projects planned, one CHP (SRP OC CHP) with 3.50 MTPA capacity become fully operational. About 62% works are completed in another (JVR OC CHP). During awarding of contract to outsourcing agencies for transportation of coal, the provision of including the local and PDF is being insured. Further, unemployed youth of neighbouring villages are being imparted skill development training programmes on Heavy vehicle training.

NLCIL has planned two FMC project in Talabira II & III mine (one railway siding and one CHP), which are expected to be commissioned by April, 2022.

[Ministry of Coal O.M. No.54012/1/2019-CCSD dated 17-05-2021]

Recommendation Sl. No. 16

USE OF BOTTOM ASH/FLY ASH FOR STOWING OPERATION

The Committee note that due to the acute scarcity of sand, various experimental trials are being conducted to use other materials like Bottom Ash, Boiler Ash and crushed Over Burden material etc. for stowing in UG mines as a substitute for river Sand so that important surface features like Public Buildings, Colonies, Rail lines, Public roads etc. remain protected. The Committee however, note that out of 20.22 Lakh Cubic Metre (LCUM) stowing material used in UG mines during April to Dec, 2019, 6% Processed overburden, 45% Bottom ash and 49% of River sand was used in SCCL Mines while no fly Ash filling was stated to have been undertaken in any UG coal mines of Mahanadi Coalfields Limited (MCL) including all the closed/discontinued UG mines (namely Handidua & Deulbera U/G). Further, currently fly ash from Talcher Thermal Power Station (TTPS) of NTPC is being used into the abandoned mine void of South Balanda OCP of Talcher Coalfields following the guidelines of State Pollution Control Board (SPCB), Odisha and MOEF&CC. Keeping in view the acute shortage of river sand and the amount of bottom ash and fly ash being used in the UG coal mines by the coal companies, the Committee are of the opinion that while experimenting other materials, usage of bottom and fly ash should be encouraged by other Coal Companies/ subsidiaries of CIL considering the guidelines of SPCB, Odisha and MOEF&CC issued in this regard. While appreciating the use of bottom ash in stowing operations by SCCL, the Committee desire that the Ministry / Coal Companies should work in this direction to help conserve the environment.

ACTION TAKEN

The bottom ash is a good substitute of river sand for underground mine stowing. The same is being utilized in mines, based on its availability and if the same is feasible. It may be mentioned that quantity of bottom ash available is only 20% of entire ash generated and therefore availability of the same is very less. The use of fly ash in UG Mine stowing is not permitted by DGMS due to safety reasons. However, fly ash is being disposed off in mine voids wherever possible.

It is further mentioned that mine voids, is being used as infrastructure for storage of mine water which in general is of good quality. This water is being used for mines, and for the community nearby in meeting their domestic and irrigation requirement. The water stored in mine voids therefore helps in ensuring the water security of the region. Use of fly ash, in mine voids, therefore, should not be insisted upon.

In SCCL, presently stowing in the 13 underground mines of SCCL is being done by river sand, Bottom Ash and Processed Overburden. Out of 17.26 LCuM stowing material used in

underground mines during 2020-21, around 27 % processed overburden, 41% Bottom ash and 32% of River sand is used-

Sl. No.	Material	2018-19	2019-20	2020-21
1	Bottom Ash (LCuM)	12.30	12.56	7.11
	%	41.07	46.23	41.16
2	PoB (LCuM)	4.25	3.56	4.70
	%	14.20	13.12	27.20
3	Sand (LCuM)	13.40	11.04	5.46
	%	44.73	40.64	31.63
	Total	29.96	27.16	17.26

[Ministry of Coal O.M. No.54012/1/2019-CCSD dated 17-05-2021]

CHAPTER – IV,

OBSERVATIONS/RECOMMENDATIONS IN RESPECT OF WHICH REPLIES OF THE GOVERNMENT HAVE NOT BEEN ACCEPTED BY THE COMMITTEE

Recommendation Sl. No. 1

UTILIZATION OF FUNDS UNDER CENTRAL SECTOR SCHEME

The Committee are happy to note that the Central Sector Scheme viz. Conservation, Safety and Infrastructural Development in Coal Mines under Coal Mines (Conservation and Development) Act which is being implemented by the Ministry of Coal covers the areas of Conservation and Safety, Research and Development, Developing road and rail linkages in coal mines and EMSC Scheme of implementation of Jharia and Raniganj Master Plan. The financial assistance provided to the Ministry for carrying out Stowing Operations, Protective Work, Road & Rail and Cement Concrete Roads are 75%, 90%, 70% (100% for Greenfield Projects) and 20%, respectively. However, reimbursement for stowing has been stopped as per the decision taken in the 82nd Coal Conservation and Development Advisory Committee (CCDAC) meeting held on 01.04.2017. The Committee further note from the details of the Budget proposed, actually approved by CCDAC and funds released in respect of conservation and safety in coal mines and in respect of development of transport infrastructure since 2012-13 vis-a-vis the achievement of the Central Sector Scheme that as against the total fund requirements for CCDAC Scheme, the Ministry could reimburse less amount resulting in a spillover amount from the previous years. The Committee have been informed that claims of the coal companies for reimbursement from CCDAC schemes are inspected by concerned Regional Office of Coal Controller's Organisation (CCO) and after further scrutiny at CCO, are placed before the CCDAC Sub-Committee for technical scrutiny and recommendation to CCDAC Committee. The CCDAC Committee normally meets twice in a year for approving the claims of coal companies and accordingly funds are disbursed. The Committee find that there has been consistent spill over amount every year from the previous year and in respect of conservation and safety in Coal mines there was spill over amount of Rs. 106.38 crore in 2017-18 from 2016-17, Rs. 33.57 crore in 2018-19 from 2017-18 and Rs. 0.37 crore during 2019-20 from 2018-19. Similarly, in respect of development of transport infrastructure, there was spill over amount of Rs. 306.61 crore in 2017-18 from 2016-17, Rs. 208.50 crore in 2018-19 from 2017-18 and Rs. 68.50 crore during 2019-20 from 2018-19. In view of the foregoing, the Committee feel that the present system of scrutinizing and settling the claims of the coal companies does require a relook as it may end up with under utilisation of the allocations meant for some specific projects under the CCDAC scheme. The Committee, therefore, desire the Government to take appropriate action to review the existing procedure for settlement of claims of reimbursement on an urgent basis and for a time bound implementation of schemes under Coal Mines (Conservation & Development) Act, 1974.

ACTION TAKEN

Coal companies submit their proposals to be taken up during the financial year (BE) which is also scrutinized by Regional Offices of CCO and CCO (HQ) before submitting to Sub-Committee. After technical scrutiny, Sub-Committee recommends the proposals to CCDA Committee for approval.

After approval, the coal companies submit their claims against the completed works for reimbursement of funds under the Central Sector Scheme "Conservation and Safety in Coal Mines".

As the fund is approved only after completion of a specific job/project, there is seldom chance of under utilisation of the allocated fund. However, suggestions may be sought from different Government Institutions regarding review of the existing system of settlement of claims for better utilisation of the fund.

[Ministry of Coal O.M. No.54012/1/2019-CCSD dated 17-05-2021]

Comments of the Committee
(Please see Para 7 of Chapter-I of the Report)

Recommendation Sl. No. 5

IMPLEMENTATION OF STUDY REPORT ON UG COAL MINING

The Committee note that a 'Study on UG Coal Mining in CIL - Problems, Potential, Technology, Modernisation, Production and Safety' was awarded to the Consortium of Indian Institute of Technology (Indian School of Mines), Dhanbad [IIT (ISM)], Singareni Collieries Company Limited [SCCL] and PricewaterhouseCoopers Private Limited [PwC] (covering 90 mines of different subsidiaries) on 25.07.2016 which submitted its final study report on 08.12.2017. The major recommendation include (i) 95 mines under study (including 5 additional adjoining mines taken up by the Consortium for amalgamation) were proposed to be amalgamated to 80 mines. Out of these, 61 UG mines/amalgamated UG mines and 14 OC mines are envisaged to be operational in 2026-27 as per the report. Rest 5 mines will be exhausted/not proposed to be operated, (ii) There is scope for introduction of mass production technologies in 48 mines/amalgamated mines out of these 61 UG mines/ amalgamated UG mines that are likely to start production in 2026-27, (iii) Out of the 90 mines awarded for study, 44 nos. (mainly in ECL, BCCCL and CCL) shall require detailed exploration of lower seams, and (iv) Out of these 90 mines, 19 mines were closed (as on 2015-16) for various reasons. It was proposed to re-open these mines except 2 mines (one mine closed due to exhaustion of reserve and another closed due to DGMS restriction) and to commence production in these by OC/ UG method. The Committee also note that the Consortium in its study report had inter-alia recommended for revival of old mines

with the introduction of mechanization. Out of 90 such mines, 23 mines have been primarily selected for production enhancement/revival and out of this, 03 closed mines namely Kustore, Hurriladih & Burrahgarh of BCCL have been conceptually recommended for revival through amalgamation with mass production technology. Further, study of techno- economic viability of the mines recommended for revival are under process. The Committee desire that the various types of mechanisation depending upon the prevailing geo-mining conditions as recommended by the Study Report of Consortium of IIT (ISM), SCCL and PwC, may be introduced in UG mines of CIL which may not only result in improved production but will also ensure safety. The Committee would like to be apprised of the progress with regard to the implementation of recommendations of Study Report from time to time.

ACTION TAKEN

As no financial viability analysis for recommended technology/ methodology was done by the Consortium during study, CIL has decided that:

1. Each subsidiary shall identify few mines from the Consortium report envisaged to produce 1 Mty or more in 2026-27 (23 projects) and request CMPDIL to prepare Project Report in line with the recommendation of the Consortium.
2. If found economically viable, those mines will be operationalized.
3. After successful operationalization of those identified mines, mechanization of rest of the mines will be undertaken as per recommendation.

In line with the above decision, PR of 6 (Six) projects i.e. 3 projects of ECL (Tilaboni, Parasea-Belbaid and Siduli), 2(two) projects (Moonidih XV seam and Muraidih UG) of BCCL and 1 (one) project (Gandhigram) of WCL have been approved and are under implementation. PR of another project (Kapuria UG) of BCCL (in this category) is under process of approval for operationalization through MDO mode.

SECL has submitted report with recommendations of 25 underground projects to CIL.

[Ministry of Coal O.M. No.54012/1/2019-CCSD dated 17-05-2021]

Comments of the Committee
(Please see Para 10 of Chapter-I of the Report)

CHAPTER-V

OBSERVATIONS/RECOMMENDATIONS IN RESPECT OF WHICH FINAL REPLIES OF THE GOVERNMENT ARE STILL AWAITED

Recommendation Sl. No. 6

IMPLEMENTATION OF RELOCATION AND REHABILITATION OF FAMILIES IN JHARIA AND RANIGANJ AREA

The Committee have been informed that for unlocking the high-quality coal resources to the tune of 26865.82 MTs in Raniganj Coalfield and 19530.63 MTs in Jharia Coalfield (as per the coal inventory of GSI as on 01.04.2019), initiatives are being taken for relocation and rehabilitation of BCCL / non-BCCL families of Jharia and ECL / non- ECL families of Raniganj coalfields. As per approved Master Plan, rehabilitation of ECL and BCCL employees being the responsibility of ECL and BCCL have either been completed or in advance stage of completion. Also, rehabilitation of non-ECL and non BCCL families is being taken up by Jharia Rehabilitation & Development Authority (JRDA) and Asansol Durgapur Development Authority (ADDA), the implementing agencies identified for the respective States. The Committee have been told that acquiring big chunk of land beyond coal bearing areas for setting up township is one of the major constraints. Besides, there is non finalization of cut-off date, non acceptance of R&R package of Master Plan demanding LARR Act, 2013 with employment of individuals in a family, integrated township in urban area with all necessary facilities, livelihood provisions, etc. Hence, a revised Master Plan is being prepared. The Committee desire that the grievances of the aggrieved families should be appropriately addressed while formulating the revised Master Plan with new R&R policy as all the erstwhile inhabitants of Jharia and Raniganj may have left their source of sustenance while undergoing the rehabilitation and settlement process.

ACTION TAKEN

To address and accommodation the suggestions of affected persons, JRDA along with BCCL had conveyed two meeting with Raiyats of Jharia Coal fields on 14.01.2020 and 16.01.2021. Further a meeting was held with Local representatives of Jharia coalfields along with MLAs (six) of Dhanbad Constituency and also in presence of Hon'ble MP of Dhanbad on

12.01.2021. Inputs and suggestions / feedback thus received in those meetings are being taken care of, while preparing the revised Jharia Master Plan.

To expedite the implementation of relocation and rehabilitation of families of Raniganj Master Plan, Govt. of WB had convened two consecutive meetings i.e. on 14.01.2021 under the Chairmanship of Hon'ble Labour Minister & Chairman of the state level committee for RCFA and another on 03.02.2021 chaired by Chief Secretary.

During formulation of draft comprehensive proposal for Revised Master Plan, the R&R package of approved Master Plan was analysed and also considered long-standing issues for rehabilitation & reallocation of families under Jharia and Raniganj Area.

It is worthy to mention that to motivate families for shifting from endangered areas, the following actions have been taken:

- i) The town planning and construction of flats / houses at the identified resettlement sites which includes setting up of infrastructural development to cater the basic amenities of human beings.
- ii) The provision of community facilities i.e primary schools, community centre, small dispensary, shopping centre, Bank, P.O & others facilities have been considered as per approved Master Plan

[Ministry of Coal O.M. No.54012/1/2019-CCSD dated 17-05-2021]

Recommendation Sl. No. 7

CONSTRAINTS IN COAL EVACUATION

The Committee have come across a particular case of Simlong Colliery in Jharkhand which is closed for quite some time due to constraint of evacuation facility. For reopening the same, project Report for Shimlong OCP (2.0 MTY) is under finalisation at CMPDIL RI-I and a proposal for Stage-1 Forest Clearance of 81.71 Ha has been applied. Initially coal was planned to be evacuated through MGR mode which was to be developed by NTPC. However, according to Ministry of Coal, NTPC has not taken any step in spite of many reminders and a new railway siding has been proposed for coal evacuation at Sunderpahari (15 Km from Shimlong OCP) which will take some time for construction. Till such time, coal will be evacuated by road through Goods shed at Kathoun Halt. Production from Shimlong OCP will start after approval of Project Report, Stage-II Forest Clearance & establishment of Coal evacuation route. The Committee recommend that such procedural matters be taken up with urgency and all the impediments should be resolved by taking up the matter with the concerned authorities, for enabling early production from Shimlong OCP.

The Committee expect Ministry of Coal and Coal Companies to address such issues of coal evacuation facilities, on priority so that no project is delayed due to coal evacuation constraints.

ACTION TAKEN

The Project Report of Simlong OCP is being finalized by CMPDI. Coal evacuation Plan will be implemented as per approved PR of Simlong OCP. Action will be taken after Competent Approval of the Project Report.

It is further mentioned that Coal evacuation is planned at the beginning of the project proposal and executed accordingly. However, in case of any delay due to the reasons beyond control, alternative facility is used/ designed temporarily without impacting production schedule.

[Ministry of Coal O.M. No.54012/1/2019-CCSD dated 17-05-2021]

Recommendation Sl. No. 10

COMPLETION OF RAIL LINES FOR COAL EVACUATION

The Committee note that development of new Railway lines and capacity enhancement of the existing Railway lines are in progress which will significantly contribute to an enhanced evacuation of coal particularly at South Eastern Coalfields Limited, Mahanadi Coalfields Limited, Northern Coalfields Limited and Central Coalfields Limited. Some of these railway lines are Tori-Shivpur, Jharsuguda-Barpali- Sardega, Rail connectivity to Lingaraj Silo with existing Deulbara siding, Shivpur- Kathautia, East Corridor (Kharsia-Korichappar-Dharamrajgarh-Korba), East-West Corridor(Gevra road-Pendra Road-Kusmumda), Angul-Balaram, Doubling of Singrauli-Shaktinagar-Katni line, 3rd line of Barkakhana-Barwadih, 3rd and 4th line of Jharsuguda to Bilaspur, DFC-Dadri to Sonenagar and extension upto Koderma, 3rd and 4th line from Talcher to Budhapunk, 3rd and 4th lines from Budhapunk to Rajatgarh. The Committee hope that Ministry of Railways would make utmost efforts to complete all these projects within the fixed timelines particularly in view of the ambitious target of 1 BT of coal production by 2023-24 and the consequential rise in demand for coal evacuation infrastructure. The Committee would like to be apprised of the desired steps taken by the Ministries of Railways and Coal in completion of these projects.

ACTION TAKEN

Regular meetings between Secretary (Coal) and Chairman, Railway Board are held to review the progress of all the 14 Rail line Projects.

[Ministry of Coal O.M. No.54012/1/2019-CCSD dated 17-05-2021]

**NEW DELHI;
04, August, 2021
13 Sravana, 1943 (Saka)**

**RAKESH SINGH
Chairperson
Standing Committee on Coal and Steel**

**MINUTES OF THE TWELFTH SITTING OF THE STANDING COMMITTEE
ON COAL AND STEEL (2020-2021) HELD ON WEDNESDAY, THE 4TH AUGUST,
2021 FROM 1530 HRS. TO 1630 HRS. IN HON'BLE CHAIRPERSON'S CHAMBER,
ROOM NO. '210', B-BLOCK, PHA EXTENSION BUILDING, NEW DELHI.**

PRESENT

Shri Rakesh Singh - Chairperson

Lok Sabha

2. Shri Balubhau Dhanorkar *alias* Suresh Narayan
3. Shri Vijay Kumar Hansdak
4. Shri Kunar Hembram
5. Shri Chandra Prakash Joshi
6. Shri Saumitra Khan
7. Shri S. Muniswamy
8. Shri Ajay Nishad
9. Shri Basanta Kumar Panda
10. Smt. Riti Pathak
11. Shri S.R. Parthiban
12. Shri Komati Reddy Venkat Reddy
13. Shri Chunni Lal Sahu
14. Shri Arun Sao
15. Shri Pashupati Nath Singh
16. Shri Sunil Kumar Singh
17. Shri Sushil Kumar Singh
18. Dr. Beesetti Venkata Satyavathi

Rajya Sabha

19. Shri Anil Desai
20. Dr. Vikas Mahatme
21. Shri Venkataramana Rao Mopidevi
22. Shri Ram Vichar Netam
23. Shri Prabhakar Reddy Vemireddy
24. Shri B. Lingaiah Yadav

SECRETARIAT

1. Shri Pawan Kumar - Joint Secretary
2. Shri Arvind Sharma - Director
3. Shri Uttam Chand Bharadwaj - Additional Director
4. Smt. Geeta Parmar - Additional Director

At the outset, the Chairperson welcomed the Members to the sitting of the Committee. The Committee thereafter considered and adopted the following Reports without any amendments/with some modifications or changes:-

(i) ** ** ** **;

- (ii) ** ** ** ** ** ** ** ** ** ** ** ;
- (iii) ** ** ** ** ** ** ** ** ** ** ** ;
- (iv) ** ** **~ ** ** ;
- (v) Draft Report on Action Taken by the Government on the Observations/ Recommendations contained in the 19th Report (Seventeenth Lok Sabha) on "Coal Conservation and Development of Infrastructure for Transportation of Coal Across the Country" relating to the Ministry of Coal; and
- (vi) ** ** **~ ** ** ;

2. The Committee then authorized the Chairperson to finalise the Reports and present/lay the same in both the Houses of Parliament.

3. ** ** **~ ** ** ;

The Committee, then, adjourned.

ANNEXURE-II

(Vide Para IV of Introduction)

ANALYSIS OF ACTION TAKEN BY THE GOVERNMENT ON THE OBSERVATIONS/RECOMMENDATIONS CONTAINED IN THE NINETEENTH REPORT OF THE STANDING COMMITTEE ON COAL AND STEEL

I.	Total No. of Recommendations made:	16
II.	Observations/Recommendations that have been accepted by the Government (<i>vide</i> recommendation at Sl. Nos. 2, 3, 4, 8, 11, 12, 13, 14 and 15):	09
	Percentage of total	56.25%
III.	Observations/Recommendations which the Committee do not desire to pursue in view of the Government's replies (<i>vide</i> Recommendation at Sl. Nos. 9 and 16):	02
	Percentage of total	12.5%
IV.	Observations/Recommendations in respect of which replies of the Government have not been accepted by the Committee (<i>vide</i> recommendation at Sl. Nos. 1 and 5):	02
	Percentage of total	12.5%
V.	Observations/Recommendations in respect of which final replies of the Government are still awaited (<i>vide</i> recommendation at Sl. Nos. 6, 7 and 10):	03
	Percentage of total	18.75%

