

**GOVERNMENT OF INDIA
STEEL
LOK SABHA**

UNSTARRED QUESTION NO:2640
ANSWERED ON:26.08.2013
ACCIDENTS IN STEEL PLANTS
Shankar Alias Kushal Tiwari Shri Bhisma

Will the Minister of STEEL be pleased to state:

- (a) whether there has been an increase in the number of accidents in the various steel plants in the country in the recent past;
- (b) if so, the details thereof and the reasons therefor including the number and nature of accidents that took place in various steel plants along with the number of persons injured/died in such accidents during each of the last three years and the current year, plant-wise;
- (c) whether any investigation has been conducted to identify the causes of such accidents and if so, the outcome thereof and the action taken against the officials found responsible for such accidents;
- (d) the amount of compensation paid to the injured/families of the deceased persons in such cases along with the average annual expenditure incurred on the maintenance of these plants; and
- (e) the details of technological, safety and human resource related measures taken/being taken to minimize such accidents in future?

Answer

THE MINISTER OF STEEL (SHRI BENI PRASAD VERMA)

(a)&(b): A statement showing details of accidents which occurred in different public sector steel plants of the Steel Authority of India Limited (SAIL) and Rashtriya Ispat Nigam Limited (RINL) during the requisite period is annexed. The accidents at these plants have occurred due to reasons such as fall from height, gas poisoning, electrocution, burn injury, fire/explosion etc.

Steel is a deregulated sector. There are a large number of steel factories/ plants in the country. Therefore in regard to the private steel sector, the requisite data/information is not maintained by the Ministry of Steel.

(c) Yes, Madam. All fatal accidents are investigated by a plant level enquiry committee to identify the causes of such accidents and give recommendations to prevent recurrence of such incidents. Status of implementation of the recommendations made by the committee is monitored and reviewed at appropriate levels for their timely compliance. Wherever recommended by the Plant enquiry committee, appropriate actions are taken against the erring employees/officials for violation of safety norms leading to an accident. In case of contractual employees, the same is done as per the penalty provisions given in the terms and conditions of the contract.

(d) In case of contract labour, compensation/dependent benefit is paid under the Employee State Insurance Scheme (ESIS) by the ESI Corporation. In case of fatal accidents of regular employees, the compensation is given as per the law/ company policy. SAIL and RINL provide compensation to their employees in case of death/disablement due to accident arising out of and in course of employment as per the Workmen's Compensation Act, Employee Family Benefit Scheme and company policy. SAIL and RINL have paid approximately Rs.17,32,04,413/- as compensation to the injured persons and families of deceased from 2010 till date.

The average annual expenditure on maintenance of different plants (including expenditure incurred on repairs, change in pipelines, electric repairs and mechanical maintenance) of SAIL and RINL during the years 2010-11 to 2012-13 was about Rs. 5738.33 crore and Rs.777.80 crore respectively.

(e) Measures taken by SAIL Plants/Units to avoid occurrence of accidents in identified areas of concern are as follows:-

- (i) Enforcing usage of job specific Personal Protective Equipments (PPEs) by all concerned, mandatory use of full body harness in place of safety belts;
- (ii) Campaign and training on rail and road safety;
- (iii) Use of retardant dress while handling liquid metal;
- (iv) Provisions of automatic gas leak detection and alarm system in hazardous areas, Conducting periodic mock drills as per emergency plan;
- (v) Strict adherence to Inter Plant Safety Standards procedures;

- (vi) Enforcement of safety induction training;
- (vii) Strict adherence to safety procedures, medical fitness and height pass; and
- (viii) Thrust on systematic approach for safety management (OHSAS-18001 implementation, internal and external safety audits etc.)

As regards RINL, based on the findings of the enquiry committees which probe into the incident of each fatal accident, the cause of each accident is identified and the following measures are taken:

- (i) Comprehensive safety audit has been conducted by Regional Labour Institute, Chennai, DGFASLI (Directorate General, Factory Advice Service & Labour Institutes) in July 2012.
- (ii) Review of Hazard Identification and Risk Assessment Training programme has been conducted by Director Safety, Regional Labour Institute, Chennai, DGFASLI in October 2012.
- (iii) Mock-drills as per the emergency plan conducted periodically.
- (iv) Automatic gas leak detection alarm in critical and gas prone areas provided.
- (v) Enforcing usage of job specific personal protective equipment.
- (vi) Conducting special training programmes on Behavioral Based Safety and Legal awareness
- (vii) Training programme conducted on 'Prevention of Fire in Oxygen enriched systems'.