

(a) whether it is a fact that accidents continuously have been increasing in the Bhilai and Bokaro steel plants during the last one year, if so, the details thereof;

(b) whether it is a fact that huge losses on account of the said accidents have been incurred on these plants and the production has also got affected, if so, the details thereof;

(c) whether the delay in modernisation and expansion of plants are the main reasons behind these accidents; and

(d) if so, the details thereof and the steps being taken by Government in this regard?

THE MINISTER OF STEEL (SHRI DHARMENDRA PRADHAN): (a) and (b) The number of incidents of accidents (Fatal plus Reportable) in Bhilai Steel Plant (BSP) and Bokaro Steel Plant (BSL) are as under:-

Plant/Unit	2018-19	2019-20 (Till December'19)
Bhilai Steel Plant	7	6
Bokaro Steel Plant	2	2

As informed by SAIL, there has been no production loss on account of these incidents of accidents in the last one year.

(c) and (d) No, Sir. Delay in modernization and expansion of plants is not the main reason behind these incidence of accidents. Ministry of Steel attaches utmost importance to safety and has finalized 25 safety guidelines in consultations with stakeholders. This will ensure that safe practices are adopted in all manufacturing units, large and small, of iron and steel.

SAIL and its financial performance

480. SHRI MAHESH PODDAR: Will the Minister of STEEL be pleased to state:

(a) whether it is a fact that Steel Authority of India Limited (SAIL) has registered a loss of ₹523.03 crore in last quarter;

(b) if so, the details thereof;

(c) whether Government is planning on introducing any policy change to improve the financial status of the SAIL; and

(d) if so, the details thereof?

THE MINISTER OF STEEL (SHRI DHARMENDRA PRADHAN): (a) and (b) Yes, Sir. Steel Authority of India Limited (SAIL) has registered a loss of ₹523.03 crore in Q2'19-20 (Quarter 2 of 2019-2020). The financial results of the Company for H1 (First half of 2019-2020), Q1 & Q2' 2019-20 are as follows:-

(₹ in crore)

Year	Turnover (Gross)	Gross Margin (EBIDTA)	Interest	Deprecia- tion	Exceptional/ Abnormal Items Gain (-)/ Loss (+)	Profit (+)/ Loss	Tax before Tax (PBT)	Net Profit(+)/ Loss(-) after Tax (PAT)
1	2	3	4	5	6	7=(3-4- 5-6)	8	9=(7-8)
Q1' 19-20	14645	1766	788	872	-2	104	35	69
Q2'19-20	13951	1322	940	901	4	-523	180	-343
H1'19-20	28596	3089	1729	1774	-5	-419	-145	-274

(c) and (d) No, Sir. Being a Maharatna Company, SAIL is fully empowered to take decisions regarding improvement of its financial status.

MR. DEPUTY CHAIRMAN: Question Hour is over. The House stands adjourned till 2.00 P.M.

The House then adjourned for lunch at one of the clock.