STEELWORLD

Devoted to Iron & Steel Industry

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Roger Kumar,
Founder and
Managing Director
CASE GROUP

- How India can accelerate Green Energy to minimize huge oil import
- Minerals to Metallurgy
- PLI for Speciality Steel to support Atmanirbhar Bharat

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D. A. Chandekar
Editor

Dear Readers,

During our engineering days, we used to believe 'Till the time Iron-Carbon Diagram does not change, steel making and thus the steel industry can not change'. Jokes apart but this was the sincere belief of we metallurgists at the time of passing engineering. While the metallurgists have studied every line and curve of this fundamental governing diagram of various phases of steel, the unique compound of iron & carbon, the others may also have heard of it.

Those were the years when the other industries, especially the IT sector was going through a great transition. Every six months or so, we used to hear about a new language, a new platform or a new software. Lot of innovation was taking place and steering the industry ahead. A IT professional got to update himself every year or so in order to be in the game. In a way, their education never used to get completed. We (atleast I) used to think that we working in steel sector are quite lucky that we don't have to study every now and then to keep ourselves updated. That much research activity, may be happening at research institutes, but was not getting absorbed and adopted by the industry. The result was quite obvious. Years after years, the industry used to follow same old processes, techniques and procedures. Very rarely we used to hear about some innovation or a new process, otherwise for many years, the industry was functioning exactly as per the metallurgy text books. No change at all !

All this changed when India opened up its economy in 1991 and along with many economic measures, 'steel' was decontrolled. This meant that the existing quota system and the licence regime was going to be abolished. The steel prices will be no more controlled by the government and will be influenced by the market forces, domestic as well as global. This completely changed the environment and the sentiment of this conventional industry. The industry was now exposed to the international marketplace which exponentially increased the opportunities as well as the competition. The pressure of producing quality steel at minimum price and delivering in minimum time span started mounted and all this necessitated the innovative approach, adoption of new technologies, latest processes etc. in order to be competitive. Today steel is no longer a dirty business. Even a sponge iron unit, which one time used to be full of carbon dust, is now a neat and clean place. Many steel plants proudly announce that they are a zero emission unit. And yes, now the industry continuously discusses innovations and adopts them on a regular basis, on the shop floor and also in the office. Finally the metallurgists have to again go back to basics, re-examine every process and think if there can be a better alternative.

Few years back, we used to cry that there is no synergy between the industry and the research bodies. Now I must admit that the scenario is changing very fast !

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Feature

How India can accelerate Green Energy to minimize huge oil import

Roger Kumar, Founder and Managing Director
CASE GROUP

India is a developing economy has a population of 1.3 billion people with per capita energy consumption is about 0.6 tonne of oil equivalent (toe) as compared to World The average of the toe is 1.8 tonne.

Today, India is about 18% of the world population but we consume only 6% of the world's primary energy. We need to increase our energy consumption at least 4 times to get into the upper-middle-income country clubs. Now if this requirement increases, we will need energy that is clean and indigenous to keep the environment clean in terms of Green House Gases and save foreign currency.

Our primary aim should be to seek suitable clean energy to meet the energy targets. We all know India imports a humongous amount of crude oil primarily for the energy needs of vehicles, industry thermal heating, and manufacturing chemicals.

India spent about 100 billion USD to import crude oil as of last year statistics. India exported goods total of about 220 billion USD and Imported a total of 250 billion USD which includes crude oil import of 100 USD. Now if somehow, we can reduce the import of crude oil, we can change the balance of payments scenario on its head.

India and the world is on a threshold of technologies. The world has done significant developments in space technologies. We have seen space tourism boost in the recent past. This has resulted in the research and development of fuels. World giant, Tesla has introduced technology in EV (Electrical Vehicles) which is hugely successful. We Indians need to take cues from all this and somehow take a step to reduce our energy imports.

Crude oil usage is primarily in the following sectors :

1 Vehicular fuels

2 Thermal fuels for Industry

3 Chemical and fertilizer manufacturing

In addition to these three usages, India also uses coal as fuel to generate power. We make about 250 GW power by coal and about 280 GW of power by the

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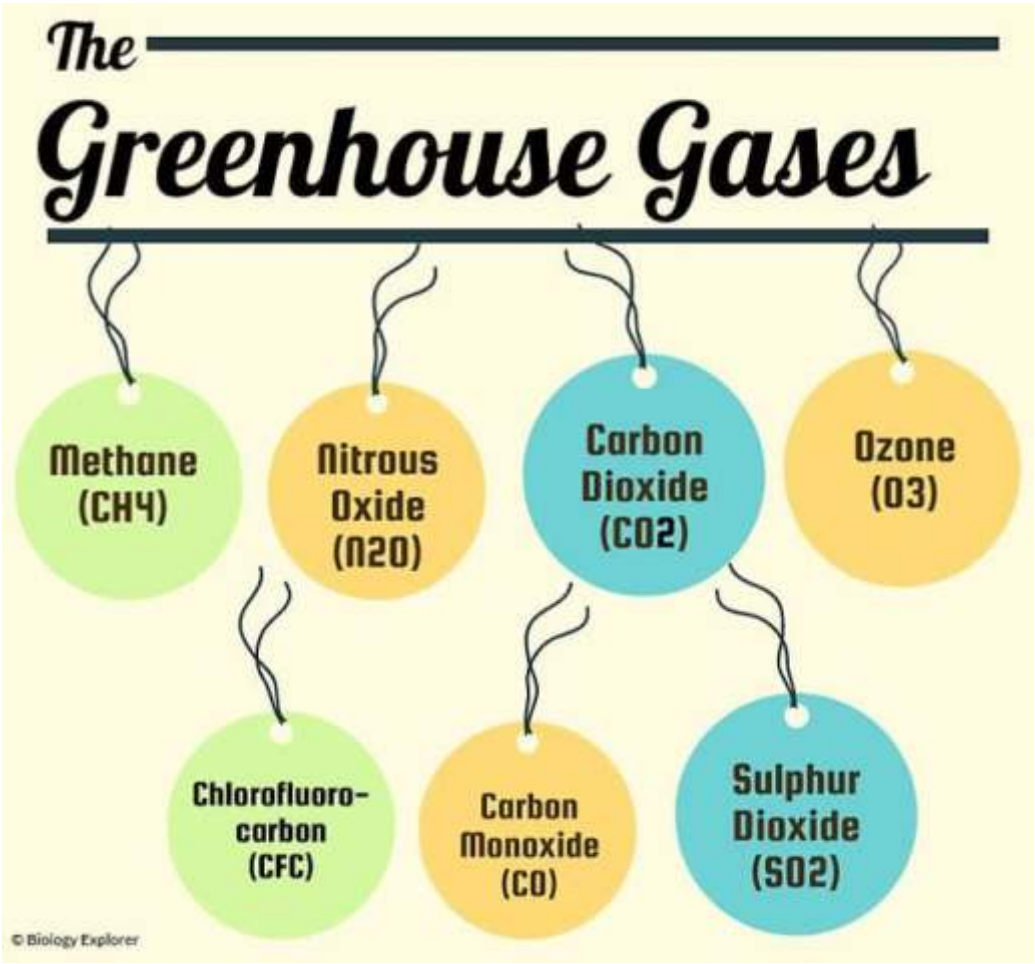
solar route. This means of the total power generation, 60 % of the power generation comes from Solar the route has tremendously reduced greenhouse gases and Carbon print but a lot is needed to be done to reduce carbon footprint especially with increasing energy demands.



Now with this background, here is what India should do to become energy sufficient and return to its glory which once we had.

1 Adopt EV as national policy.

We need to have a time-bound govt policy to replace all the vehicles with Electrical. Today sufficient technologies are available for the batteries to be lasting more than 1000 Km ride. Sufficient investment is required for the battery charging stations. Today buses trucks, cars, and even trains can be worked out on EV technology. It's time India has a national policy on EVs. Charging of the batteries can be done by installing more Solar power plants. Hydrogen cells technology is also available to charge the batteries automatically. Five minutes of fill of Hydrogen can charge the battery for more than 2000 Km ride. We will save a huge amount of foreign currency by this step, and we will make our environment clean**.**

2 Research, Development and implementation of Hydrogen based Technologies.

Huge work is done worldwide to use hydrogen as a fuel for vehicles. Brands like Toyota, BMW, Range Rover, Jaguar, GM, etc. have already invested in hydrogen fuel cell technology. Earlier Hydrogen was very difficult and dangerous to store. But now as technology is available to store hydrogen, flood gates have opened to use this technology. This is a clean technology with water as a byproduct. Hydrogen can be produced by coal Gasification known as Brown Hydrogen. Produced by water is called Green Hydrogen. If produced by Natural Gas, it's called grey Hydrogen and when produced by hydrocarbons, it's called Blue Hydrogen. Hydrogen is the most acceptable gas for tomorrow for thermal use as it results in no carbon footprint. We are thus positioned to have negative GHG emissions to restore our glaciers, forests, and ambient temperatures.

India has already taken a leap with the first Hydrogen mobility project signed by

NTPC and REL with UT of Ladakh to produce hydrogen in Leh with the help of solar energy of dedicated 1.25Mw solar power station.

3 National Policy to adopt Coal Gasification

For Industrial Thermal needs we can substitute by-products of crude oil by Coal gas. Now this is an interesting claim. India has about 300 billion of coal reserves.

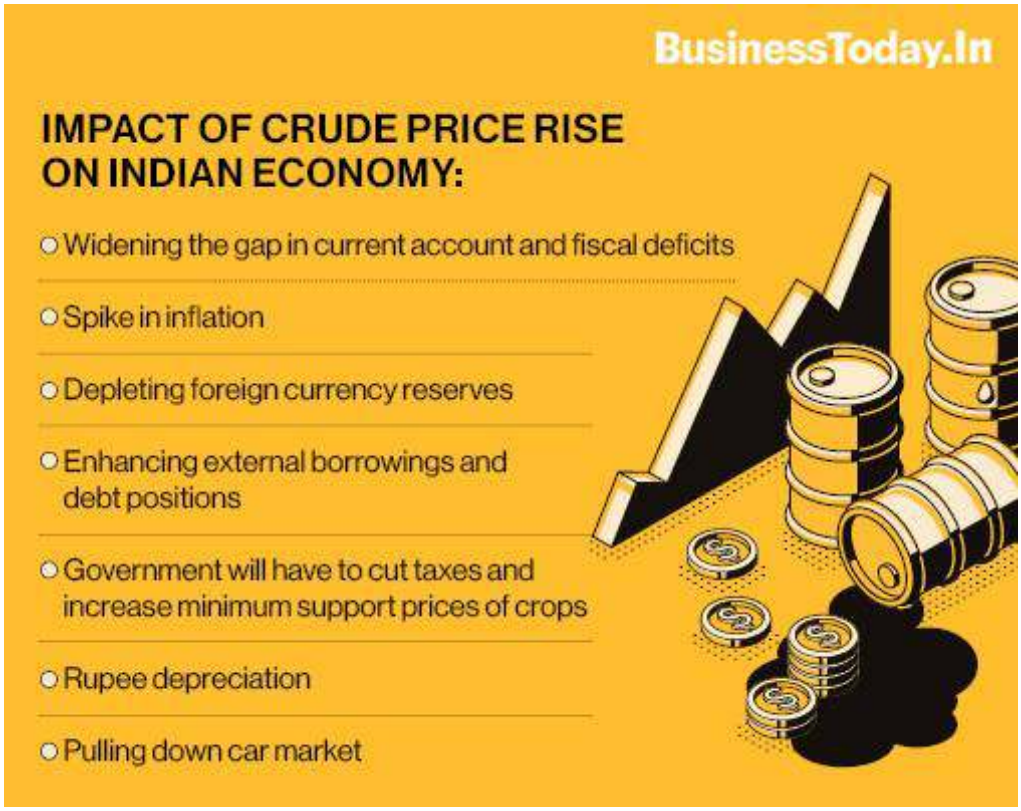
Our Hon' Prime minister has a vision to gasify 100 billion of coal up to 2030.

If we achieve this, we can hugely reduce import of crude oil and will save India substantial amount of foreign currency. India strongly requires a national policy to implement Coal Gas as an essential commodity for thermal need of the industry. Today technologies are available which are clean and pollution friendly which can be easily implemented to substitute the Coal Gas from oil or natural gas.

For Chemical and fertilizer industry also Syn gas made from coal through gasification can be easily used. Sufficient technologies are available and should be implemented. India has taken a small step in this by announcing Talcher Fertilizer plant to be Coal Gasification based. This is an important and significant step in this direction.

Coal based power plants results in lot of GHG and there is a way to reduce this factor also. If the power plants are Coal Gasification based, we can produce syn gas in which H2 to CO ration can be more than 2:1. This will tremendously reduce the carbon prints and put India comfortably in line with the Paris accord signed by our Hon' Prime Minister.

So to cut the long story short, if India adopts EV, Hydrogen and Coal Gasification as a national policy, we can change the Balance of payments 180 deg. It must be a transformation with result-oriented targets. Yes, we can achieve it. Imagine if you can buy 75 dollars in one Rupee. Let's get started!!!



Minerals to Metallurgy

I was in Bhubaneswar to explore the possibilities of sourcing high grade lumps for the domestic buyers and low-grade fines for exports. Here is what I observed. There are two kinds of pricing in the mines; one for domestic supplies of high grade of lump ore and the other is the export material for low grade fines. Obviously, the mines producing the high-grade ores and the low grades are two different kinds of deposits. The prices of lumps headed for domestic use are getting steeper with each passing day as mining activities in the state has dropped, temporarily due to the monsoons and over a long term due to the uncertainties in the mining leases. Normally the drop in production from 142 million tonnes in 2019-20 to 110 million tonnes in 2021-22 would have created mayhem for mills in the state as well as in Chhattisgarh and West Bengal were it not been due to the pandemic where production volumes have been pared. Many roads lie empty of trucks carrying load full of materials, and many crushers remain silent, and the flurry of booking agents have quietened down to a few persons here and there. Yet, the steel demand is recovering very well post pandemic and prices of iron ore lumps are shooting through the sky given the low supplies and high demand.

Dr Susmita Dasgupta

Former Jt. Chief Economist, ERU, Ministry of Steel

There is however a way out of the high prices, and which is by entering into long term supply contract which can mean contracting anywhere between 50,000 to 1,000,000 million tonnes. This means that smaller plants with capacities of 100 tpa of producing say sponge iron cannot access raw material until and unless they are willing to pay astronomical sums which are at least twice the NMDC prices with transport costs. Only those plants with larger capacities of at least a million tonnes per annum

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can survive these times of uncertainty in the renewal of leases owing to the rejig of the mining policy. The slew of court cases reveal that the mining policy has not been well understood and hence confusions galore on the ground. It is due to such confusions that the demand for captive mines from the industry is getting louder with each passing quarter.

The insistence on contracts with large volumes can either benefit the large players in the integrated mills and large-scale sponge iron plants or those which are large integrated mills and pellet plants, those which are by nature of their technologies of larger scale. Smaller scale sponge iron plants may find iron ore lumps too costly to afford and possibly consider a switch to pellets. Here grows a huge market for the expertise of metallurgists in aiding that switch. The large-scale mills may perhaps use more of pellets in the Blast Furnaces. The pellet market is all set to grow as a fall out of the mining policies. Also, exports of 62 grades and above is banned but the exports of pellets are allowed. Iron ore of high quality is likely to move out of the country in the form of pellets if the steel plants are not faster in using the pellets. Metallurgists can save the day if they work full time and most of all if companies can hire them. With poor salaries and poorer hiring, India has never valued the role of the metallurgist in helping them with smooth switches in production plans and technologies.

There is little that one can do to influence the government with its policies; but there is something that the plants can do at their level, and which is to tweak methods of production to make use of the availabilities of some kinds of raw materials and the inaccessibility of other kinds. Metallurgists then may help the industry tide over its mineral crisis.

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PLI for Speciality Steel to support Atmanirbhar Bharat

Steelworld Research Team

The Union Cabinet, chaired by the Prime Minister, approved the Production Linked Incentive (PLI) Scheme for 'Specialty Steel' for a period of 5-year with financial outlay of Rs 6,322 Crore on 22nd July 2021.It will attract fresh investments and create new job opportunities in the sector.

The PLI scheme aims to promote the manufacturing of 'Specialty Steel' within the country by attracting capital investment, generating employment and promoting technology up-gradation in the steel sector. This would help in making the country Atmanirbhar in meeting the domestic demand for 'Speciality Steel'. This would also contribute to achieving the target of making India a $ 5 Trillion economy as reported by CARE Rating.

The scheme aims to attract an additional investment of about Rs 40,000 crore and lead to a capacity addition of 25 million tonnes (MT), besides generating 5.25 lakh job opportunities.

The duration of the scheme is for five years from 2023-24 to 2027-28. The benefit of this scheme will accrue to both big players — integrated steel plants — as well as to the smaller players (secondary steel players).

Flexibility - For some product categories, the initial year may be deferred by up to two years. In case of adverse circumstances, such as force majeure, companies may be allowed deferment of the initial year by one year with the approval of Empowered Group of Secretaries (EGoS).

Eligibility - A company registered in India under the companies Act 2013, that is engaged in manufacturing

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of the identified "Specialty steel" grades, subject to the input material being melted and poured within the country using iron ore/scrap/sponge iron/pellets etc. shall be eligible to apply for incentive under the scheme. End to end manufacturing will thus take place within the country. Eligibility criteria also includes threshold minimum incremental production and minimum investment. Applicants are required to commit achieving either equal to or above threshold incremental production rate to be eligible for participation in PLI scheme.

Projected growth – FY20 (base year) FY27 (Projected) % growth Volume (million tonnes) Rs Crore

Specialty steel is value added steel wherein normal finished steel is worked upon by way of coating, plating, heat treatment, etc to convert it into high value-added steel which can be used in various strategic applications like Defense, Space, Power, apart from automobile sector, specialized capital goods etc.

The scheme aims to increase India's specialty steel production from 17.6 mt to 42.2 mt by FY27. This will ensure that approximately 2.5 lakh crores worth of speciality steel will be produced and consumed in the country which would otherwise have been imported. Similarly, the export of specialty steel will become around 5.5 million tonnes as against the current 1.6 mt of specialty steel getting forex of Rs 33,000 crore.

With a budgetary outlay of Rs 6,322 crores, the scheme is expected to bring in investment of approximately Rs 40,000 crores and capacity addition of 25 MT for speciality steel.The scheme will give employment to about 5,25,000 people of which 68,000 will be direct employment. There are 3 slabs of PLI incentives, the lowest being 4 % and highest being 12% which has been provided for electrical steel (CRGO).

The PLI Scheme for specialty Scheme will ensure that the basic steel used is 'melted and poured' within the country which means that raw material (finished steel) used for making specialty steel will be made in India only, there by ensuring that Scheme promotes end to end manufacturing within the country.

Contact:

Industry background:

1. India was the second largest producer of steel in the world in FY21 but out of the total 102 million tonnes (mt) of steel production, only 18 mt were value added/specialty steel.

2. India's specialty steel production was ~85% of the domestic demand and India was a net importer resulting in a forex outgo of Rs 30,000 crores appx.

3. Out of 6.7 mt of finished steel imports in FY21, ~4 million tonnes import was of specialty steel alone.

Alloy and stainless steel contribute disproportionately to the import bill by value as imports were mainly of high-grade alloy steel along with specialty steel.

4. In terms of tonnage India's exports were higher however, in terms of value, imports exceeded exports.

5. India's average import value is $ 2,000-2,500/tonne (due to import of high-grade steel) whereas average export value for steel is $ 600-800/tonne (due to export of basic grade steel).

The above shows that Indian steel industry is not competitive in production of higher- grade alloy steel. Thus, there is a need to incentivize the industry to move up the value chain and operate at the higher end of the value chain. This will happen by increasing the production of specialty/ value added steel.

Therefore, the government announcement of inclusion of 'specialty steel' under the Production Linked Incentive (PLI) scheme is going to boost the Indian steel sector.

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The objective of the policy is to address the challenging issues faced by the domestic steel sector as mentioned by the Minister of State for Steel Kulaste. He further mentioned that it developing economy as it is a critical input across major sectors such as construction, infrastructure, automotive, capital goods, defence, rail etc.

tonnes (MT) and per capita steel consumption to 160 kgs, he said.

The minister further informed that the steel scrap recycling policy has been notified. It aims to secure

aims to develop Indian steel sector as more efficient, competitive and (to be) capable of producing quality steel including value-added steel... (as also) enhance per capita steel consumption.

Further, other focus areas are availability of raw material at competitive price and to be a world leader in energy efficiency and sustainability.

Shri Kulaste further said that a vibrant domestic steel industry is important for a "Launching of game changer PLI scheme (will) increase domestic production of value-added steel and herald the introduction of new technologies, he said.

In 2017, the government approved the National Steel Policy (NSP) 2017 to create a globally competitive steel industry in India. Under the NSP 2017, India aims to scale up its annual steelmaking capacity to 300 million

raw material availability to IF/EAF (Induction Furnace/Electric Arc Furnace). This will also reduce imports of scrap which is currently 7 million tonne, out of a total demand of 22-25 million tonnes.

"...We believe that it will bring a complete change as far as domestic production of specialized steel is concerned, our import will go down and we will be able to export also," the Minister said.

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MSMEs can take advantage in the downstream side of the sector. Even today, MSMEs are producing alloy products, and this allows enough opportunities to them.

Some industry players believe that most companies that opt for the scheme will seek deferral in the first year, as it will be difficult to meet the proposed targets. Also, the statutory audit clause is worrying, and it could impact the actual disbursement.

While the Ministry of Steel is working on the rules for implementing the scheme, the actual success of the it will depend on the intent. If the intent is clear, then it is indeed a booster dose for the steel sector.

Stakeholders feedback

"I thank our Hon'ble Prime Minister, Narendra Modi ji for this path-breaking scheme for the steel industry. The steel industry has climbed higher on the charts of the world steel production in the recent years and this scheme shall provide additional impetus to the sector to reach greater heights in the future. This significant decision to introduce PLI for the specialty steel will have far reaching positive impacts on the domestic steel industry in general and SAIL in specific. We shall consider the scheme while deciding our next CAPEX cycle and product-mix in the coming times."

Soma Mondal, Chairman, SAIL

"PLI scheme a step in the right direction that will boost investment in the high grade steel sector and drive global competitiveness of the Indian manufacturers. Committed to nation building, Tata Steel has been a pioneer in import substitution, especially in the Auto sector. As we continue our journey of growth, the PLI scheme will provide an added advantage to our future plans where value-added products will be a major focus"

TV Narendran, CEO and MD, Tata Steel called the

"It's a great stimulator not only for the steel sector but also other sectors to push manufacturing activity in India and a very positive for steel industry in India. Focusing on what India is not producing, we should create the capability to reduce imports."

Mr. Seshagiri Rao, Jt. MD and Group CFO, JSW Steel Ltd.

Steel makers want PLI benefits to be extended beyond 5 years.Steelmakers have been deliberating with the government and points of concerns have been shared like a longer gestation time is required for steel mills to realise PLI benefits instead of five years".

Dilip Oommen, President of Indian Steel Association (ISA) and CEO of AM/NS (ArcelorMittal/Nippon Steel) India

Concluding remarks:

- The scheme addresses the supply chain issues for various end-user segments as specialty steel is required in various critical industries but almost 2/3rd of it is imported.
- End-to-end manufacturing ensures that the entire process from melting iron to manufacturing end product is done in India and no import of any parts is allowed.
- May increase foreign investments.
- Will enable domestic steel companies to move up the value chain from exporting finished steel to high value-added specialty grade steel.
- Will boost domestic steel and end-user industries.
- Domestic specialty steel sector was not cost competitive which resulted in higher imports but once economies of scale is achieved it will help in reducing imports.

Domestic end-to end manufacturing of steel products also reduces supply chain risks like it happened during the early stage of Covid-19.

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D5/Cr12MoV/DIN 2601

PLASTIC MOULD STEEL (IND/USA/EUR)

P20+Ni/AISI P20+Ni/DIN 2738
P20/AISI P20/DIN 2311

ALLOY STEEL (IND/USA/EUR)

EN24/AISI 4340/40NiCrMo84 / 34CrNiMo6
EN19/AISI 4140/ 42CrMo4
EN31/AISI 52100/100Cr6

SPRING STEEL

EN47 / 50CrV4 / 51CrV4 / AISI 6150 / SUP10 / DIN 8159
SUP9 / AISI 5155 / DIN 1.7176
SAE 9254 / AISI 9254

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India: Vehicle scrapping policy to enhance metal recovery operation

The vehicle scrapping policy initiated by the Modi government intends to boost consumer demand for cars whilst tackling atmospheric pollution and enhancing rare earth recovery in the country.

The vehicle scrapping policy initiated by the Modi government intends to boost consumer demand for cars whilst tackling atmospheric pollution and enhancing rare earth recovery in the country.

India is set to introduce a new vehicle scrapping policy, as announced by Prime Minister Narendra Modi at the Gujarat Investor Summit held on 13th August 2021.

In the face of production decline and subdued sales volume, the auto industry has long pushed for the implementation of just such a measure.

Considered one of the fastest growing sectors in the Indian economy, with a projected job growth of 65 million by 2026, the automobile vehicle market is also a major indicator for the economic health of the country. (In 2018, the Indian automotive industry contributed to 49% of the country's GDP.)

However, the economic crisis coupled with the onset of the pandemic led to a steep fall in commercial vehicle sales in India, with the country currently being far from resurgent despite early recovery signs.

As of 2020, India sported about 5,2 million passenger vehicles older than 13 years on its roads, the average lifespan of a car driven on Indian roads being 25 years, according to GlobalData's Automotive Intelligence Center.

The new policy is intended as an economic boost to the sector, the aim being to phase out old, defective and polluting vehicles, thereby reducing carbon emissions whilst improving on road safety.

As such, vehicles will have to undergo fitness tests and acquire fitness certificates in order to continue operating on roads, with commercial vehicles up for a test after 10 years and private vehicles after 15 years. According to government estimation, these lifespans prove a cut-off point for vehicles more likely to be polluting on account of featuring older technology.

Cars that don't pass their fitness tests are inevitably scrapped whilst those that pass are issued with renewal certificates, also being mandated to undergo recurring tests every five years. Should the cars fail to pass one of these penultimate tests, they, too, will be scrapped.

According to Modi, who addressed a series of potential investors and industry players interested in financing the necessary vehicle financing infrastructure needed to ensure the successful implementation of the new legislation, the policy will ensure that cars set to drive in India are up to 21st century standards when it comes greenhouse gas emissions.

He also stressed that the policy would render India's manufacturing industry self-sufficient.

"We imported scrap steel worth Rs 23,000 crore last year because recovery of metals in our country is not enough. With this policy, we can now recover even rare earth metals in a scientific manner. We have to reduce our dependence on imports. For that, the industry needs to put in some extra efforts," he said.

This opinion was seconded by Union Minister for Road Transport and Highways, Nitin Gadkari, who claimed that the recovery of metal waste via scrapping would bring down raw material costs by 40%.

“It will make components less expensive and increase our competitiveness on the international market.”

There are currently 10 million unfit vehicles in the country that can be immediately recycled.The development of Alang in Bhavnagar (Gujarat), a major Indian ship recycling hub and considered the world's largest ship breaking yard, into a scrap metal recycling hub for vehicles was similarly stressed by Modi during the summit as a further means to strengthen the automobile and metal sector.

Tantamount to the law's success are supporting policies by state governments as well as the establishment of a robust scrappage infrastructure.

The Vehicle Scrappage Policy (officially known as the Voluntary Vehicle-Fleet Modernization Programme) will be implemented as of October 1, 2021.

Vedanta's iron & steel business reaffirms commitment towards nation building on 75th Independence Day

Vedanta's Iron & Steel Sector commemorates the occasion by National flag hoisting at all the locations followed by various patriotic programs, competitions and engagement activities for employees and their families through virtual platform.

August 17, 2021 12:08 IST | India Infoline News Service

Vedanta's Iron & Steel Business commemorated the occasion of 75th Independence Day at all operational locations across 7 states. The occasion was celebrated with great fervour and patriotism across, by hoisting of National Flag followed by cultural programs, various competition and engagement activities for all employees & their families, of

Vedanta's Iron & Steel Business. A weeklong celebration at Iron & Steel Business comprised of competition such as singing, painting, photography, dancing, writing/ poetry, sports/ yoga/ athlete through virtual platforms. Winners of the respective competitions were announced and awarded through virtual ceremony in the presence of Senior Management of Vedanta's Iron & Steel Business. A special stand-up comedy show by Atul Khatri was organised for all the employees and their families.

The entire Vedanta, Iron & Steel team have pledged to contribute maximum towards 'Aatmanirbhar Bharat' in line with larger goal of nation building through sustainable and responsible business practices with prime focus on holistic development of communities. As a part of launching of Vedanta's special campaign that is 'Aatmanirbhar Bharat KeLiye', aimed at highlighting India's remarkable journey of independence in the last 75 years and its onward quest towards achieving economic self-reliance, a special film titled 'Hum Hindustani' was screened at all the locations across Vedanta Group.

Mr. Sauvick Mazumdar CEO, Iron & Steel Sector, Vedanta Limited hoisted National flag at office in Panjim - Goa and said, "On the behalf of Vedanta's Iron & Steel Sector, We salute our great freedom fighters and our brave soldiers for their selfless sacrifices for the nation. On behalf of Vedanta's Iron & Steel Sector, I wish to express my sincere gratitude towards brave COVID frontline warriors for their selfless work to ensure the safety of all of us. On this occasion of 75th Independence Day, We as Vedanta's Iron & Steel sector further strengthen our commitment towards nation building and reiterate our larger goal to be a key contributor towards #Aatmanirbhar Bharat."

Mr. Atul Khatri, renowned Indian stand- up comedian and You Tuber said "I am very happy to be a part of Independence Day celebration at Vedanta. I also commend 'Hum Hindustani' film released today, which is supported by Vedanta"

Vedanta group has not only been an enthusiastic partner in this journey over the past decades but is also committed to playing its role in India's goal of becoming 'Aatmanirbhar'. The natural resources sector holds the potential to contribute approx. $1 trillion in India's drive to become self-reliant. On its part Vedanta's businesses spanning across Aluminum, Zinc. Copper, Iron & Steel and Oil & Gas has been a significant contributor to nation building. It is the country's largest producer of zinc, silver and aluminium and the largest private producer of oil and gas producing nearly one fourth of the domestic output. Vedanta has contributed Rs 2.74 lakh crore to the exchequer in the last ten years.

Tata Steel interested in acquiring Vizag-based RINL: CEO T V Narendran

Domestic steel giant Tata Steel is interested in acquiring state-owned RashtriyaIspat Nigam Limited (RINL), the company's Chief Executive Officer (CEO) and Managing Director T V Narendran said.

RINL, under the Ministry of Steel, owns and operates a 7.3 million tonnes plant in Visakhapatnam, Andhra Pradesh. It holds the distinction of being India's first shore-based integrated steel plant.

The Cabinet Committee on Economic Affairs (CCEA) on January 27, gave its 'in-principle' approval for 100 per cent disinvestment of government stake in RINL, also called Visakhapatnam Steel Plant or Vizag Steel, along with RINL's stake in its subsidiaries/joint ventures through strategic disinvestment by way of privatisation.

When asked about Tata Steel's interest in acquiring RINL, Narendran replied in affirmative.

RINL-Vizag steel plant making remarkable strides: CMD

Steel plant CMD D. K. Mohanty complimented the RINL collective for making remarkable strides from November 2020 with some significant achievements

Complimenting the RINL collective for making remarkable strides from November 2020 with some significant achievements, he noted that RINL had contributed its mite to nation building albeit in a small way and is firmly on the path of recovery. During the period, RINL had concentrated on re-optimising the product mix and on niche markets and high end value added products. During April – July 2021, the sales stood at 1.6 million tons against 1.07 million tons for the corresponding period last year, registering a growth of 48%. The sales turnover stood at Rs.7958 crore against Rs. 3,606 crore during the period for a growth of 121%.

Saleable steel volume in Domestic sales stood at 1.1 million tons against 0.64 million tons- a growth of 77% and exports yielded a turnover of Rs 2045 crore up to July 2021 registering a growth of around 64% over the corresponding period last year, he disclosed.

Recently, an order had been obtained from AP Housing Corporation Limited for Rebars for their prestigious project of 'Housing for all houseless poor', wherein construction of 25 lakh houses is planned in five years, Mohanty said.

RINL had also focused on increasing the rural customer outreach by adopting a 2-Tier Distribution model. Stockyard operations have commenced from Guwahati stockyard after a long gap. RINL was now looking forward to utilizing Inland Waterways with sea to two river vessels, he added.

Kamdhenu to enhance steel TMT bar capacity by 25% in Telangana

Telangana is an important market for the growth of Kamdhenu and offers tremendous growth potential. With the opening of businesses and restart of the infrastructure & construction activities post pandemic wave-2

Gurugram-based Kamdhenu, a diversified group operating in steel and paint sectors, said it is planning to augment its market share in Telangana owing to recovery in the demand of steel products across the State. It will enhance 25 per cent of its production capacity of steel TMT (thermo-mechanically-treated) bars from 1.9 lakh MT to 2.4 lakh MT per annum by the end of current financial year.

"Telangana is an important market for the growth of Kamdhenu and offers tremendous growth potential. With the opening of businesses and restart of the infrastructure & construction activities post pandemic wave-2, we are expecting escalation of demand of the steel products," Sunil Agarwal, director, Kamdhenu.

Kamdhenu's TMT bars are manufactured using advanced technology to provide optimum strength, ductility and toughness. The technology and manufacturing processes also allow Kamdhenu to produce TMT bars with enhanced strengths combined with high ductility.

Kamdhenu TMT Bar brand has a sales turnover of Rs 12,000 crore. The company has also launched earthquake resistant Kamdhenu PAS 10000 Steel and Kamdhenu Nxt TMT Bar

Container shortage straining freight supply chains

The persistent logistics disruptions brought about by the Covid-19 pandemic have forced traders and buyers to rearrange their supply chains, and to change packaging and delivery destinations, while the continuing container crisis has pushed the US freight regulator to investigate the situation.

The commodity world is facing logistics problems arising from the global container shortage. Additional problems have appeared in China, which is dealing with power shortages, flooding in Henan province, and Covid-19-related quarantines, while in South Africa there were outbursts of civil unrest in July.

The Shanghai Containerized Freight Index (SCFI), which tracks average spot rates for shipping containers from Shanghai along 13 key shipping routes, has more than tripled over the past year, reaching 4,225.86 points on Friday August 6.

China's steel exports to Australia drop 50% in blow to local economy

China's steel shipments to Australia have dwindled by more than 50 percent in recent months, faster than the country's overall steel export plunge, and the trend is set to further accelerate, as China takes more measures to cut output and restrict exports, industry insiders said.

China's shrinking steel supply, against the backdrop of deteriorating bilateral relations, will likely lead to a steel shortage for the recovering Australian economy, which is about to embark on a massive infrastructure plan, analysts pointed out.

Falling output and exports would also sap China's demand for iron ore, Australia's biggest commodity export to China, which some Western media reports have hyped as showing that Beijing cannot "wean itself off" the metal.

A steel exporter based in Tangshan, North China's Hebei Province surnamed Wang told the Global Times on Tuesday that steel exports to Australia had plummeted

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recently, although the country is not his main export destination.

"Overall steel exports have halved in recent months, but the export slump to Australia was one of the fastest," Wang said.

An employee surnamed Xie at a Shanghai-based professional steel and iron materials export and import company told the Global Times on Tuesday that the company's exports to Australia are very small and have continuously declined, as domestic output has been gradually controlled.

Considering China's goal of reducing carbon emissions and the relatively low cost of steel production, the chances of additional levies on steel exports are high, Xie noted.

Some trade agencies said that they have included terms on shared responsibility for potential steel export tariff hikes in new contracts signed with importers.

"We expect another tariff increase on Chinese steel exports in the second half as the country continues prioritizing domestic supply, so we made it very clear in the clause that the cost of potential tariff hikes should be split equally between both parties," an industry insider said.

According to data released by the National Bureau of Statistics on Monday, China's steel output dived to a 15-month low in July amid efforts to reduce carbon emissions and overhaul the industry to tame a price surge.

China has raised the cost of steel exports twice so far this year. The Chinese government revived taxes on steel exports and cut tariffs for ferrous imports from May 1. Also, starting from August 1, China cancelled more rebates of the value-added tax for some steel exporters.

"This will weigh on the economies of a number of countries, including Australia, which relies heavily on steel imports from China," Wang Guoqing, research director at the Beijing Lange Steel Information Research Center, told the Global Times on Tuesday.

Data from Lange Steel showed that Austrlia's steel imports from China account for 30 percent of its total steel imports, while Australia only acconts for less than 1 percent of China's steel shipment.

"As Australia reboots its economy, demand for steel is set to further jump with the rollout of more housing and infrastructure construction. That, combined with dwindling imports from China, will only widen the supply gap, which no other country could fill," Wang noted.

According to Xie, some mills in Vietnam used to export steel to Australia, but they are now shut down due to coronavirus flare-ups and other uncertainties.

Analysts also took note of a "domino effect" of the supply cut on Australia's iron ore, whose shipment to China represents over 60 percent of the latter's iron ore imports. The bulk commodity is deemed as a pillar of the Australian economy.

In July, China's iron ore imports went down 21.4 percent year-on-year to 88.5 million tons, falling for a fourth consecutive month customs data showed.

Tata Motors to set up Gujarat vehicle scrapping centre

Tata Motors plans to set up a 36,000 vehicle/yr scrapping facility in Ahmedabad, Gujarat to increase domestic scrap metal processing capacity and reduce dependency on scrap imports.

Tata Motors signed an initial agreement with the government of Gujarat on 13 August to create a registered vehicle scrapping facility in Ahmedabad, the same day India's prime minister Narendra Modi launched the country's national vehicle scrapping policy.

Tata Motors will set up the scrapping centre in association with a partner, it said.

In line with its aims to reduce pollution, India's automobile scrapping policy will phase out unfit and polluting vehicles and promote recovery of aluminium, copper, zinc, nickel and steel, in addition to lithium from electric vehicles and batteries.

India's Minister of Road Transport and Highways, Shri Nitin Gadkari said at an investor summit in Gujarat that the vehicle scrapping policy is targeting recovery of 99 pc of material from vehicles and plans to channel used materials such as copper, aluminium, steel, rubber and plastic back into production, thereby reducing the cost of manufacturing by about 40pc.

The national scrapping policy will likely become effective from 1 October.

Indian private passenger vehicles have a registration life of 15 years and commercial vehicles have a registration life of 10 years, after which they tend to become more polluting.

India will set up evaluation centres through private-public partnerships to ascertain the fitness of vehicles once they have reached the end of their registration cycle. If found unfit, vehicles will not gain a renewal certificate and will be scrapped.

Under the policy, owners who scrap their vehicles will get a value ranging from 4pc to 6pc of the ex-showroom price of the old vehicle, a discount of 5pc on buying new vehicles by showing the scrapping certificate, no registration fees and a rebate on road tax.

MATERIAL RECYCLING ASSOCIATION OF INDIA
Voice of the Indian Recycling Industry

Investor Summit, Gujarat
Date: August 13, 2021

Scrappage policy to bring 10,000 cr investments

The policy will help build technology-driven scrapping centres to enhance the availability of ferrous scrap.

August 13, 2021; Gandhinagar, Gujarat:

Government of India's ambitious efforts to establish demolition and recycling of End-of-Life Vehicles (ELVs) became a reality with the signing of seven Memorandum of Understanding (MoUs) at the Investor Summit organised by the Gujarat Government at Gandhinagar, today.

Ministry of Road Transport and Highways of the Centre and Government of Gujarat have jointly organised the Investor Summit to seek investments under the recently announced Vehicle Scrappage Policy. At the event, Prime Minister Narendra Modi graced the occasion virtually while the Road Transport Minister, Nitin Gadkari and Chief Minister Vijay Rupani besides other officials attended the Summit.

Addressing the gathering, PM Modi said, "Voluntary Vehicle Fleet Modernization Programme is a significant step towards modern mobility with green growth. It will create a robust ecosystem for safer roads and structured scrappage sector."

Union Transport Minister, Gadkari felt that Voluntary Vehicle Fleet Modernisation Programme (VVMP) is a transformative step to introduce a regime of filter automobiles on Indian roads. The policy is a perfect blend of incentives and disincentives, directly making the roads safer and air cleaner.

Sanjay Mehta, President, MRAI, expressed, "The vehicle scrappage policy targets voluntary scrapping of One crore unfit vehicles strictly based on their fitness, irrespective of vehicle age. It would certainly be a very significant policy decision which will create a robust system for organised scrap recycling sector in the country."

The initiative of developing an integrated auto scrapping hub in close proximity to Alang's ship-breaking industry, the Government believes would give lot of impetus to ELV recycling. However, leading industry seems to differ as Alang is located far away from important growth centres.

Vehicle Scrappage Policy is expected to play a big role in the modernization of the vehicular population in the country, removing unfit vehicles from the roads in a scientific manner, besides helping reducing vehicular pollution and contributing to generation of metal scrap and other precious raw materials for manufacturing industries.

The Prime Minister is confident that the Policy will generate fresh investments to the tune of Rs 10 thousand crore and will create thousands of jobs in the country.

The initiative will also create a metal and mineral pool, benefiting Indian recycling industry and the country to do away with import-dependency for metals scarp. The policy also envisages setting up of physical infrastructure like authorised scientific testing centers for vehicles before scrapping.

SAIL employees win the highest number of PM's Shram Awards

31 employees of Steel Authority of India Limited (SAIL) have won the Prime Minister's Shram Awards for the Performance Year 2018 for their exemplary workmanship, innovativeness and dedication to the duty. Out of the total 69 awardees, 31 awardees are from SAIL. This is the highest number of PM's Shram awards won by the employees of any organization during the year. Six employees of SAIL have won Shram Bhushan, six employees have won ShramVir/Veerangana and nineteen employees have bagged the Shram Shree/Devi awards.

Congratulating the winners, Smt Soma Mondal, Chairman, SAIL said, "SAIL employees have always made their mark with their skill, ingenuity and dedication. Shram Awards being one of the most respectable awards conferred upon workmen by the Government of India, our employees have once again made all of us proud with their achievements. A company is as good as its workforce and the winners have brought recognition not only for themselves but also for this great company. Winning such awards shall enthuse the collective to contribute even higher".

The Prime Minister's Shram Awards recognizes the outstanding contributions made by workmen for their distinguished record of performance, devotion to duty of the highest order, specific contribution in the field of productivity, proven innovative abilities, presence of mind and exceptional courage, among others.

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MRAI new Board elected and Mr. Sanjay Mehta re-elected as President for 2021-2024

August 13, 2021 Mumbai:

Material Recycling Association of India (MRAI) recently concluded its election process for the Board of Directors (term 2021-2024).

11 existing Directors (Mr. Sanjay Mehta, Mr. Dhawal Shah, Mr. Zain Nathani, Mr. Jinesh Shah, Mr. Sandeep Jain, Mr. Shravan Agarwal, Mr. Navin Sharma, Mr. Navneet Chadha, Mr. Gopal Gupta, Mr. Mohan Agarwal, and Mr. Aniruddha Jhunjhunwala) have been re-elected for the new term. They will be joined by 3 new Directors (Mr. Jayant Jain, Mr. Ritesh Maheshwari and Mr. Ashish Bansal).

MRAI Board places its uttermost thanks and appreciation on record for the out-going Directors- Mr. Vijay Agarwal, Mr. Ehsan Gadawala and Mr. Kishore Raj Purohit.

The incoming Board of Directors has unanimously re-elected Mr. Sanjay Mehta as the President for the third consecutive term for the years 2021-2024. While responding to the re-appointment of MRAI President, Mr. Sanjay Mehta, expressed his gratitude and continuous support of all the Board Members. He has expressed his vision to takethe recycling industry to new heights and promised to work with the same passion and zeal in the future to attain all our goals with the support of the trade and industry

Profile of 3 new Directors:

Shri Jayant Jain, Inter CA (Accounting Technician) started his Career in Metal Business in 2005. He is the Managing Director of Guru Rajendra Metalloys India Pvt Ltd and G.R. Metalloys Pvt Ltd.

Mr. Ritesh Maheshwari is a Mathematics Graduate from prestigious St. Stephen's College in New Delhi and MBA in Finance and Marketing. He is the Director at Shabro Metallic Pvt. Ltd.

Mr. Ashish Bansal is a post-graduate in Management Studies from the University of Wales, United Kingdom. He is the Managing Director of Pondy Oxides and Chemicals Limited.

"RINL is firmly on the path of Recovery & making Remarkable Strides"- CMD, RINL-Vizag Steel

***Independence Day Celebrated with Nationalistic zeal in Ukkunagaram**

The RINL-Vizag Steel Plant today joined the Nation in

Sri DK Mohanty, D(C)& CMD-Addl.Charge, RINL taking the salute after unfurling the National Flag in Ukkunagaram

celebrating the 75th Independence Day with Nationalistic zeal in Ukkunagaram. Sri DK Mohanty, D(C)& CMD-Addl.Charge, RINL hoisted the National Flag, took the salute accorded by the CISF Jawans at the Trishna Grounds in the Ukkunagaram.

The celebrations were restricted to a very limited no. of dignitaries to watch directly taking all Covid19 precautions. Live telecast of the RINL's 74th Independence Day celebrations was made available on Twitter handle and on YouTube.

Addressing the employees and their family members on the occasion, Sri Mohanty, extended his warm greetings to all the employees of RINL and their family members, CISF Personnel and Home Guards, Suppliers, Customers, Partners, Stakeholders and each one of VSP's well-wishers who have been associated with RINL during this long journey.

He paid sincere homage to all those martyrs for their endless pursuit and unending quest to give reality to the dreams of a "Free India". He lauded the efforts of Govt. of India for conducting an intensive nationwide campaign Azadi Ka Amrit Mahotsav on this occasion, which has been taken up which will focus on citizen participation, to be converted into a 'Janandolan', where small changes, at the local level, will add up to significant national gains.

RINL has passed through one of the most difficult phases with regard to the pandemic, he shared. He also expressed his sincere gratitude & appreciation for the dedication, courage and selfless service exhibited by the RINL Covid Warriors during the pandemic time.

He informed that more than 30,000 vaccines have been administered at VSGH and OHSRC. Apart from the regular employees and their family members, Health care workers, frontline workers, contract workers and many others have been vaccinated. Another 10000 doses to vaccinate all those who have been left out are being procured, he added.

Complimenting the RINL collective for making remarkable strides from November '2020 with some significant achievements, Sri Mohanty told that, RINL has contributed its mite, to the nation building albeit in a small way and is firmly on the path of recovery.

In the production front, best 1st Quarter performance since inception has been achieved in Avg. Oven Pushing, Base mix preparation, Gross Sinter, Hot Metal, Liquid Steel, Saleable Steel and Value Added Steel Production. In almost all the units, production recorded best July performance, said Sri Mohanty.

Sri Mohanty further informed that, during the period, RINL concentrated on re-optimizing the product mix and concentrated on niche markets and high end value added products. During April – July '21, sales stood at 1.6 million tons against 1.07 million tons of CPLY, registering a growth of 48%. Sales turnover stood at of Rs.7958 Crs., against Rs.3606 Crs., of CPLY, registering a growth of 121%. Saleable steel volume in Domestic sales stood at 1.1 million tons against 0.64 million tons of CPLY, registering a growth of 77%. Exports yielded a turnover of Rs 2045 crs up to July 21 registering a growth of around 64% CPLY.

Recently, an order has been obtained from AP Housing Corporation Limited for Rebars for their prestigious project of 'Housing for all houseless poor', wherein construction of 25 lakh houses is planned in 5 years, he added further.

While appreciating the marketing collective Sri Mohanty said that, RINL also focused on increasing the rural customer outreach by adopting a 2-Tier Distribution model.

Sri DK Mohanty, D(C)& CMD-Addl. Charge, RINL addressing the gathering on the occasion of Independence Day in Ukkunagaram

Stockyard operations have commenced from Guwahati stockyard after a long gap. RINL is now are looking forward to utilizing Inland Waterways with sea to two river vessels, he added.

While appreciating the RINL collective Sri Mohanty said that, in spite of the adversities RINL has continued excelling and has been recognized with a number of awards. In the immediate future the survival strategy would be to focus on Cost reduction, improving utilization and margins, improving process efficiencies & yields, monetizing idle assets like land banks and maintaining cash flows.

Sri Mohanty calling for high levels of self-discipline, both at the technological and personal level, stressed upon cost consciousness, focused efforts towards customer delight and optimum utilization of various resources to keep RINL on the steady growth path.

As part of Independence day celebrations, Yoga Demonstration, CISF Dog Squad Demonstration, Fire Demonstration & Weapons Demonstration by the CISF are also performed.

Sri VV Venugopal Rao, Director (Finance), Sri KK Ghosh, Director, (Projects), Sri A.K. Saxena, Director(Operations), Shri KV Nagi Reddy, CVO, Shri Nilesh Kumar, Senior Commandant, CISF

Senior officers, Representatives of Steel Executive Association, Trade Unions, SC&ST Association, OBC and WIPS are present on the occasion.

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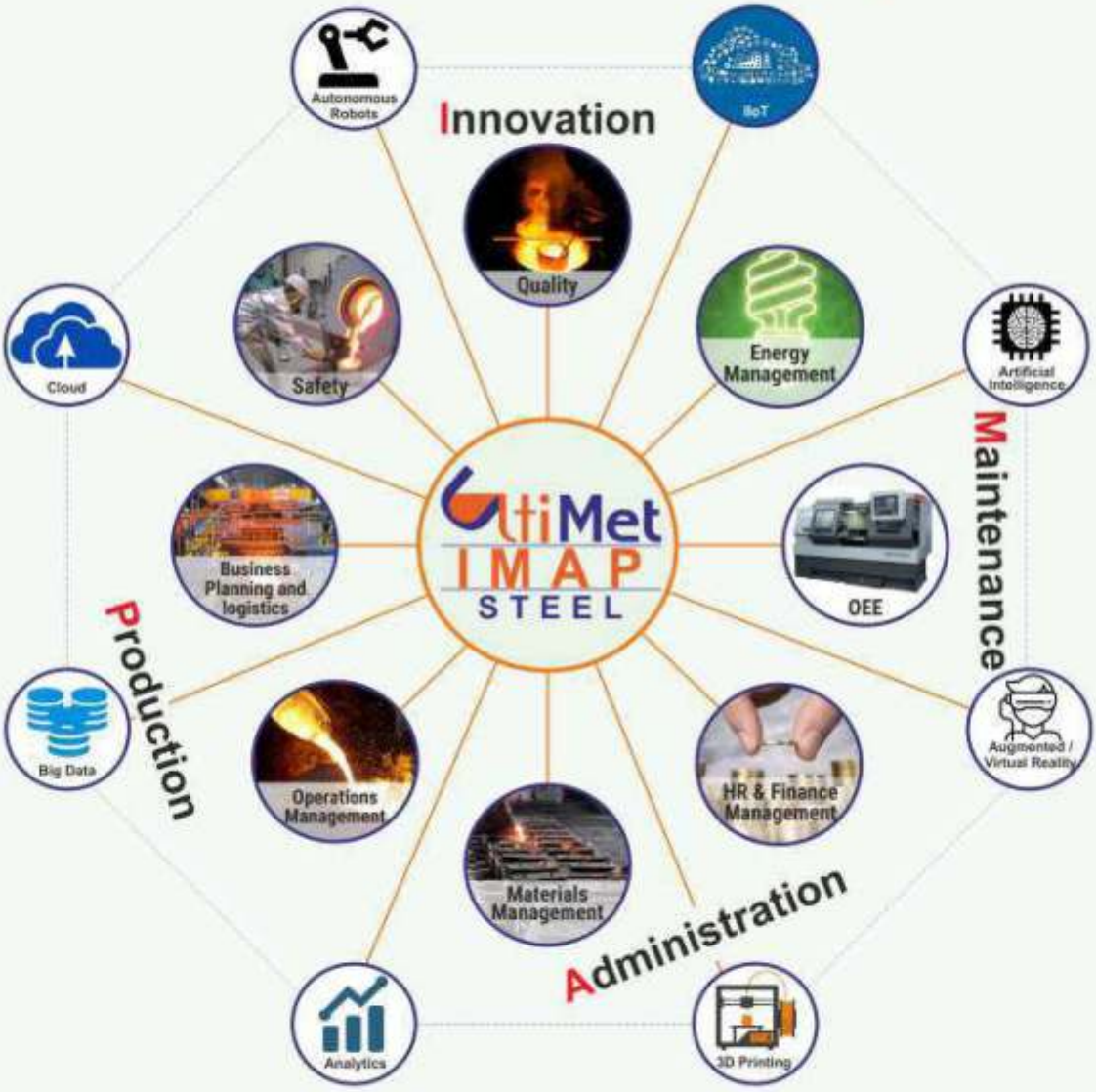

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Primetals Technologies and Fujian Dingsheng Steel signed maintenance service contracts

Maintenance services to Fujian Dingsheng for the entire Arvedi ESP plant · Duration of initial term is three years · High-level services will match with the high-level production line In April 2021, Fujian Dingsheng Steel Ltd. and Primetals Technologies signed contracts for maintenance services for the Arvedi ESP covering maintenance of the caster and rolling mill as well as the repair of caster rollers

Primetals Tangshan Technical Service Ltd. (PTTS) and Primetals Technologies China Ltd. (PTCN) will provide comprehensive maintenance services, supply and repair of propriety components as well as high quality repairs from the Primetals' workshops located in ChangXing and Tangshan. In addition, operational support, condition monitoring, comprehensive training and technical assistance are part of the Primetals Technologies' advantages for the customer. Fujian Dingsheng Steel Ltd., established in 2017 and located in Fujian province, signed a supply contract for a Primetals Technologies' EAF Quantum furnace and an Arvedi ESP line.

The production line in Fujian province has a nominal production capacity of 2.4 million metric tons per year. By using proprietary Primetals Technologies manufacturing and maintenance know how, a stable ramp-up of the production is ensured.

Together with foreign expertise from Primetals Technologies Austria and USA a further improving of operational efficiency and product quality will be implemented during the initial term of the three years' contracts.

This comprehensive technology-based services will keep the new sophisticated production line in a perfect state.

PTTS, established in August 2017 in Tangshan, Hebei, is a joint venture between Primetals Technologies and HBIS Tangsteel.

PTTS provides services in off-line maintenance, equipment refurbishment, condition monitoring for casters of HBIS group and Chinese companies. The company with its' approximately 500 employees uses proprietary maintenance technologies and know how of Primetals Technologies and Fujian Dingsheng Steel sign maintenance service contracts for Arvedi ESP plant.

Wirerod Mill order for Novorossiysk

Novorossiysk Rolling Plant company awarded Danieli with the order for a new wirerod mill plant, to be installed in Shakhty, Rostov Region, Russia. The new plant will be erected in a greenfield area and produce 600,000 tpy of coils, as smooth rounds, from 5.5 to 16-mm-dia and hot/quenched rebar from 6 to 12-mm dia.The mill will produce low-medium carbon steel and the plant layout is conceived for future expansion by the implementation of a billet-welding machine and a spooler line.

Danieli will supply its modern and consolidated technology, which ensures fast production ramp up.The

mill mainly consists of 16 SHS housingless stands plus two ESS energy saving cantilever stands in #17 and #18 finishing position, a 10-pass finishing block, an advanced water-cooled line and oil-film bearing laying head equipped with double-pipe rotor.A 100-m-long cooling conveyor with electro fans and thermal hoods will ensure proper material mechanical proprieties, ahead of a SundBirsta coil-handling system SUNDCO V-H.

A Danieli Centro Combustion 120-tph walking-beam re-heating furnace will deliver the billets to the mill at the right temperature for rolling.The new line will be controlled and powered by Danieli Automation devices and control systems, including advanced Q-Drive MV drives for fast-finishing block motor and Hi-Profile bar measurement system.

Plant startup is foreseen by the beginning of 2023.

18th IRON & STEEL SUMMIT

24th September 2021

(On Zoom Platform)

Melting - Rolling - Processing

Demand - Supply - Availability

Post Covid Scenario

Technology - Equipment - Industry 4.0

Organiser

STEELWORLD

Co-Organiser

Joint Plant Committee

Supporting Associations

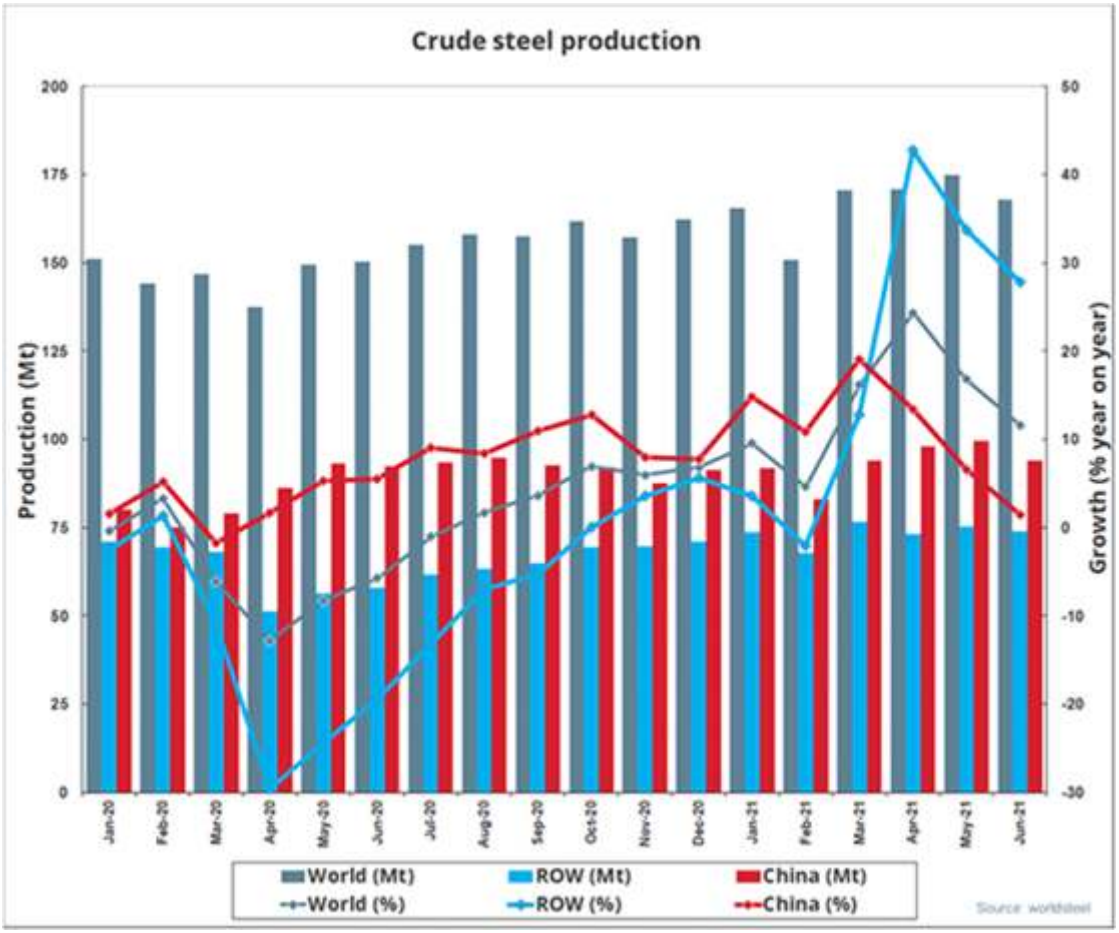
AISRA

AIIFA

SIMA

India's crude steel output up 21.4 per cent at 9.4 MT in June 2021: WSA

World crude steel production for the 64 countries reporting to the World Steel Association (worldsteel) was 167.9 million tonnes (Mt) in June 2021, an 11.6% increase compared to June 2020.



Crude steel production by region

Africa produced 1.5 Mt in June 2021, up 46.9% on June 2020. Asia and Oceania produced 122.5 Mt, up 6.4%. The CIS produced 8.9 Mt, up 9.1%. The EU (27) produced 13.2 Mt, up 34.7%. Europe, Other produced 4.3 Mt, up 21.0% The Middle East produced 3.6 Mt, up 9.1%. North America produced 10.0 Mt, up 45.2%. South America produced 3.9 Mt, up 51.3%.

India's crude steel production rose by 21.4 per cent year-on-year to 9.4 million tonnes (MT) in June, according to WSA press release. The crude steel output was 6.9 MT steel in the same month a year ago.

"The production for the 64 countries reporting to the World Steel Association (worldsteel) was 167.9 MT on June 2021, an 11.6 per cent increase cover to June 2020 as reported by WSA.

China remained the global leader in the production of steel in June, registering 1.5 per cent year-on-year growth in output at 93.9 MT during the month compared to 91.6 MT in the same month last year. Japan's steel output increased to 8.1 MT from 5.6 MT in June 2020.

The US produced 7.1 MT steel in the month under review. Its output was at 4.7 MT in June 2020. While Russia's output in June was at 6.4 MT, South Korea produced 6 MT, Germany 3.4 MT, and Iran 2.5 MT. Turkey and Brazil both produced 3.4 MT and 3.1 MT of crude steel respectively in June 2021.

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	million tonnes		million tonnes	
	June 2021	% change Jun 21/20	Jan - Jun 2021	% change Jan - Jun 21/20
Africa	1.5	46.9	8.0	28.0
Asia and Oceania	122.5	6.4	737.0	13.8
CIS	8.9	9.1	53.3	8.7
EU (27)	13.2	34.7	77.8	18.4
Europe, Other	4.3	21.0	25.2	18.1
Middle East	3.6	9.1	21.4	8.7
North America	10.0	45.2	58.7	16.4
South America	3.9	51.3	22.6	28.1
Total 64 countries	**167.9**	**11.6**	**1 003.9**	**14.4**

The 64 countries included in this table accounted for approximately 98% of total world crude steel production in 2020. Regions and countries covered by the table:

- **Africa:** Egypt, Libya, South Africa
- **Asia and Oceania:** Australia, China, India, Japan, New Zealand, Pakistan, South Korea, Taiwan (China), Vietnam
- **CIS:** Belarus, Kazakhstan, Moldova, Russia, Ukraine, Uzbekistan
- **European Union (27)**
- **Europe, Other:** Bosnia-Herzegovina, Macedonia, Norway, Serbia, Turkey, United Kingdom
- **Middle East:** Iran, Qatar, Saudi Arabia, United Arab Emirates
- **North America:** Canada, Cuba, El Salvador, Guatemala, Mexico, United States
- **South America:** Argentina, Brazil, Chile, Colombia, Ecuador, Paraguay, Peru, Uruguay, Venezuela

राष्ट्रीय इस्पात निगम लिमिटेड
(भारत सरकार का उद्यम)
विशाखपट्टणम इस्पात संयंत्र

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RINL recently launched a new customer friendly initiative i.e. "RINL eSuvidha" – a Online Retail Portal to procure steel by customers all over India.

"RINL eSuvidha"

- Desktop/Mobile enabled website for customers across the country, to logon and access RINL-VizagSteel's Quality products in a convenient, transparent & efficient manner.
- Portal enables RINL to offer quotation against the customer's enquiry and the customer can confirm the order on the portal itself.
- Facilitates the customer to book order-on-line for quantities, make payment on-line for getting the material at their door steps.
- Provides a hassle free access to purchase quality steel products from RINL –Vizag Steel from any part of India.

The principal products of RINL-Vizag Steel includes TMT Rebars, Wire Rod Coils, Rounds, Structurals, Squares & Flats. Manufactured from 100 % virgin steel with stringent tolerances in both physical and chemical properties, RINL-Vizag Steel is the preferred steel for a wide array of customers.

RINL-Vizag Steel's quality products are marketed through a vast network of distributors and dealers in 24 Nos. of locations pan India including Tuticorin (Tamilnadu) &Rayagada (Odisha) distributors under 2-Tier Sales & Distribution system.

RINL-Vizag Steel is the first integrated steel plant to be certified for ISO 9001:2015, ISO 14001, ISO 27001 & OHSAS 18001 standards. It is also one of the first Indian Steel Companies to certified for ISO 50001 - Energy Management Systems.

उत्पाद श्रेणियाँ व उपयोग
PRODUCT MIX & APPLICATIONS

WIRE RODS

5.5mm - 45mm Dia

Wire drawing, Bright bars, Fasteners etc.

ROUNDS

16 - 90mm Dia in straight length

Fasteners, Forging, Re-rolling, Railways, Construction etc.

'VIZAG TMT' REBARS

8mm - 36mm Dia

Construction - Reinforcement etc.

BILLETS / BLOOMS

Billets : 65mm, 77mm, 90 mm, 125mm RCS
Blooms : 150 x 150, 200 x 200, 250 x 250
320 x 250mm

Forging, Re-rolling, General Engineering purposes etc.

'VIZAG UKKU' STRUCTURALS

Angles	50 x 50 x 6 - 110 x 110 x 10mm
Channels	100 x 50 - 200 x 75mm
Beams	125 x 70 - 150 x 75mm
Flats	80 x 12 - 100 x 20mm

Construction, Fabrication, Auto Leaf Springs etc.

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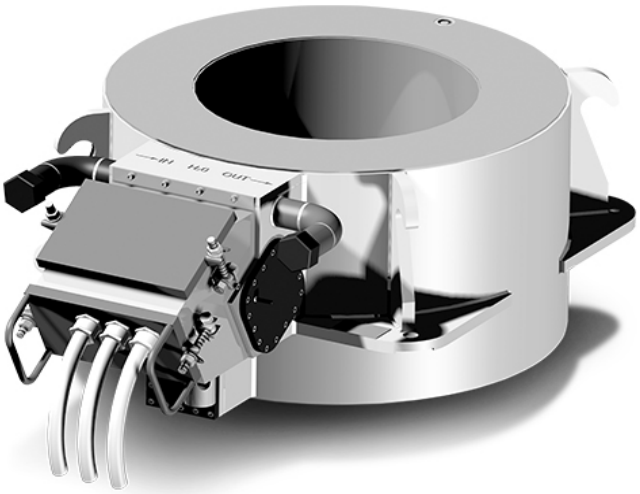
Electrotherm, the most preferred steel plant maker up to 1 MTPA globally, is now the business partner of Ergolines (Italy), who is designer, manufacturer and market leader of Electromagnetic Stirrers (EMS) for Casters and Furnaces, non-radioactive automatic mould level controllers and automatic mould powder feeders with thickness control.



Caster EMS

MFM - Gaussmeter

EAF EMS

Automatic Powder Feeder

Mould Level Control

PRODUCT RANGE

- Mould Electro-magnetic Stirrers (M-EMS) for CCM
- Strand & Final Electro-magnetic Stirrers (S-EMS & F-EMS) for CCM
- Tundish Stirrers
- EAF, LF & ladles Stirrers
- Aluminum furnace Stirrers
- No-Fe caster Stirrers
- Mould Level Detectors based on inductive, ultrasonic or optical sensors (ILD, ULD, OLD)
- Powder Thickness Control based on ultrasonic, laser line or induction sensors
- Automatic Mould Powder Feeders (MPF)
- Vibrational & Optical Slag Detectors (VSD & OSD) for ladle-tundish
- Mould Oscillation Checker (OPI), portable or fixed
- Magnetic Field Meter (MFM) for Stirrers
- Stirrer maintenance & reconditioning

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Engineering & Technologies

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