



TVP Steel invests in a new Hot Dip Galvanizing Line



Mai Tri Hieu (Chairman of TVP) ; Chatterjee Rajib (Danieli) ; de Blas Bilbao Joseba Andoni (Vice President IBV Vietnam)

The new Hot Dip Galvalume cum Galvanizing Line will be installed in Ben Luc Townlet, Long An Province, Vietnam and will produce 190,000 tonnes per year of Zn-aluminium and zinc coated coils destined

for high-quality painted products used in roofing applications.

Commissioning of the line is planned to commence in August 2016. The plant's Level 1 and Level 2 automation system will be provided by Danieli Automation. TVP has opted for Danieli operational and process know-how and also recently signed an agreement for post-commissioning activities to ensure the best plant ramp-up.

TVP Steel is an emerging finished goods producer in Vietnam with an existing production capacity of 500,000 tonnes per annum and rapidly growing to become 1 MPTA producer in the near future, to cater for increasing demands in the domestic market. This is the third strip processing line supplied by Danieli in Vietnam over the past five years.

Bimlendra Jha takes over as CEO of Tata Steel UK



Tata Steel Europe has appointed Bimlendra Jha as Chief Executive Officer of Tata Steel UK which has been put on the block. In his new position, Jha will report to Hans Fischer, Chief Executive Officer of Tata Steel Europe, and will be supported by a team of executives drawn across functions including operations, procurement, finance, human resources and commercial,

As Executive Chairman of Tata Steel Europe's Long Products, Jha played a crucial role in finding a suitor for the long product division in Europe.

Koushik Chatterjee, Group Executive Director, Tata Steel said Jha's experience in the process of divestment of Long Products division in Europe will be invaluable as Tata Steel Europe explores strategic alternatives for its operations in the UK.

fabricated steel products being imported. We just need government support for a regulated scheme."

When defective welds in imported fabrications were identified, Australian fabrication shops were asked to rework them, increasing whole-of-life costs. "If it's a government project, that cost is ultimately borne by taxpayers," Crittenden said.

The cost of additional reworking could be avoided if it were illegal to import fabricated steel without it being inspected and certified.

"I fear governments are not taking public safety seriously," Crittenden said. Right around Australia, there are bridges, light poles, crash barriers, road gantries and other infrastructure manufactured from imported, fabricated steel that has never been certified as being safe. They all have the potential to fail with a resulting loss of life.

Welding industry unveils solution to save steel industry



Australian or other internationally recognised standards.

In testimony to the Senate Economics References Committee's inquiry into the future of Australia's steel industry, Crittenden gave examples of bridges and other structures that were unsafe and a danger to the public.

In response to questioning from Shadow Industry Minister Senator Kim Carr, Crittenden said there was no law requiring fabricated steel to be inspected by a qualified welding inspector to ensure it met Australian Welding Standards.

He has suggested a two-tiered scheme with audited self-certification permitted for some fabricated products, but compulsory third-party certification for fabricated steel used in high-risk projects, including road, rail, mining and energy infrastructure.

WTIA, as the welding industry's peak body, could manage the scheme, including facilitating independent, third-party qualified inspectors to ensure welds on imported steel were safe, Crittenden said.

"It's a simple solution to stop substandard

The Australian welding industry wants the Federal Government to enact laws now to safeguard public safety and the steel industry, Geoff Crittenden, CEO of the Welding Technology Institute of Australia (WTIA) says.

"The solution to the steel industry's woes is for the Federal Government to draft legislation to mandate that imported, fabricated steel must be certified to Australian Standards before it can be erected," he said.

"The law is vital to ensure public safety and will establish fair competition for Australia's fabrication and steel industry."

Crittenden said about 600,000 tonnes of fabricated steel was imported to Australia annually and about 80% did not comply with