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Wim Van Gernan
COO, ArcelorMittal Nippon Steels India

- **Low carbon economy to drive the steel market**

- **THRUST AREAS FOR INDIAN STEEL INDUSTRY**

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Editorial Desk

D. A. Chandekar
Editor

Dear Readers,

The iron & steel industry seems to be gradually coming back on track after being hit by the covid pandemic. The production, demand and the logistics is slowly getting normal and the industry sentiment too is quite positive. The user industries like infra, construction, auto, white goods, engineering are progressing well and are giving good support to the steel demand curve.

The covid however has taught us lot of things and we, not only as human beings but also as industry professionals, have developed different approach towards the life as well as the running of the industry. A lot of emphasis is now being given to development of new technologies and processes which will not only reduce the production and processing cost of steel but also reduce the carbon footprint. In the last two years, we have understood that human life and health are very precious and can not be rectified once damaged or destroyed. Also, if we can not keep our environment clean, it will be detrimental to human existence on this planet. This is the reason more and more renewable energy sources are being tapped and being employed for various applications including steel making. We are trying to slowly reduce our dependence on fossil fuels by using more of solar and wind energy. Also more and more recycling has to be done in order to use as less natural resources as possible and make steel look greener.

This new thinking is sure to induce many changes in the steel making and processing technology in coming years. A lot of research is being carried all over the world on these lines. I am sure the metallurgical institutes and labs in our country will lead this innovation process and surely come out with some 'break through' technology in metallurgical domain. We all know about India's rich heritage in metallurgical field. Metallurgy was very well developed in ancient India. Unrusted iron pillar at Delhi is a glaring example. Also, till 17th century, only Indians knew about zinc extraction process. The steel used for the world famous 'Damascus Swords' was exported from India. The ancient book 'Brihad Vimaanshaastram' elaborates the methodology for the production of many alloys with different applications, still unknown to the modern science. We should examine all this with a scientific lens and carefully chart the future course of action.

I am sure our rich metallurgical heritage will keep on inspiring and guiding us to conceptualise more and more innovations and inventions in the metallurgical field and bring back the old glory !

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Content

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Face to Face

Low carbon economy to drive the steel market

The Steelworld's 18th Iron and Steel Summit was held on 24th September 2021 on the zoom platform. This summit was more focusing on melting, rolling, processing, demand-supply availability, an overview of post-covid scenario, the role of technology, and industry 4.0 was the key agenda of the webinar. This seminar was co-sponsored by Joint Plant Committee. Among the industry association that had supported promoting this webinar includes AISRA, AIIFA, and SIMA.

In the inaugural session, the Keynote address was delivered by Ms. Rasika Chaubey, Additional Secretary, Ministry of Steel & Chairperson of Joint Plant Committee, Wim Van Gernan, COO, ArcelorMittal Nippon Steels India, and Mr. D Kashiva, Executive Director, Sponge Iron Manufacturers Association.

Wim Van Gernan, COO, ArcelorMittal Nippon Steels India presented his inaugural address. Wim highlighted India's 300 mlt ambitious target is the very challenging target but looking at the demand from Construction and Infrastructure projects we expect 2022 would be more positive than 2019 level.

Presently Mr. Wim Van Gervan – Vice President – Director of Operations AM/NS India since March 2020. As ahead of the operation, he drives the production ramp-up with the expansion of new projects with a focus on reduction of carbon footprints and to increase the energy efficiency in the steel making process in India operation.

Mr. Wim started his professional career in 1988 as an electrical maintenance manager with the Arcelor-Mittal Gent, Belgium. Over the past three decades, He held various positions, prior to being appointed general manager of the cold rolling works in 2002. In 2005 he moved to Elsenhuttenstadt, as head of downstream and in October 2008 he was appointed as a Chief operating officer of ArcelorMittal Poland. In 2011, Wim became the Chief Executive Officer of ArcelorMittal Gent, before being promoted to Chief Executive Officer of ArcelorMittal Europe Flat

Products, Business Division North in 2014. In February 2019, he t chief operating officer ArcelorMittal Europe Flat Products – Cluster Italy in October 2019.

Wim became director of operations at AM/NS India in March 2020. Wim holds a master's degree in mechanical and electrical engineering from the University of Gent, Belgium, as well as an MBA from the Vlerick Leuven – Gent Management School, Belgium. He has very vast experience in technological advances and its supply chains.

In the inaugural address, Mr.Wim has highlighted India's 300 mlt ambitious target is very challenging but looking at India's prospective demand from Construction and Infrastructure, automobile, engineering projects, we expect it will be achievable and the year ahead 2022 would be more positive than 2019 level. A lot of global companies are also focusing to carbon footprints which is also a great opportunity for India.

During the pandemic, steel prices recorded high volatility and the Indian government has also reacted positively and it has helped positively for the steel production in the domestic manufacturer. Still, we are noticing higher price volatility. The current market with volatility is largely due to the covid-19 pandemic affected supply chain.

More importantly, climate change has become a major issue. We have Cop-26 meetings going on and there is a lot of political pressure at the world stage and we see better phenomena basically increasing more dryness in

hurricanes which is really frightening to all of us. A lot of European countries are planning to increase their fiscal budget for a carbon tax. Geopolitical issues like china have also added some more pressure on the commodity prices and their volatility.

With regard to industry forecast, we are a highly capital intensive industry that needs to see green steel manufacturing to minimize carbon emissions. Hydrogen is not available at a regional level in a greenway.

Therefore, we need to adopt a carbon footprints approach to scale up our steel production. Also, we need to enhance our CAPEX for the same. Internationally, the steel manufacturing industry needs to work together with the public and government to enhance green renewable energy, recycling as well.

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THRUST AREAS FOR INDIAN STEEL INDUSTRY

N. M. Rao
Consultant (I&S),
Visakhhapatnam

Q3 & Q4 FY21 and Q1 FY22 was the golden period for Indian steel industry, particularly for major players, when EBITDA and PAT increased several fold on year-on-year basis, mainly due to surge in steel prices. High international steel prices were a particular attraction. HRC prices in USA increased by 131.3% compared to January 2020 and by 109.6% compared to October 2020. Corresponding increase in Western Europe was 132.1% and 86.6% respectively. Export of finished steel increased by 30% and semis by 133.5% in FY 21 and finished steel export further increased by 13% in April-August 2021. Price of prime coking coal was down from $162/T FOB Australia in February 2020 to $110/T in April 2021.High steel prices and lower cost of production have brought down the steel industry's consolidated borrowings to their lowest level since March 2012.Consolidated debt level declined to Rs 2 lakh crores in July end 2021 from Rs 2.6 lakh crores, a year ago. Consolidated borrowing declined to $180/T in July 2021 from $350/T in November 2008 (Source: www.livemint.com-02/09/2021 and The Financial Express-03/09/2021).Due to curbs on production in China to reduce emissions and real estate group Evergrande's debt issue, net exports of finished steel by India are expected to increase to 8 MT in FY22 from 6 MT in FY21 (Source: www.livemint.com-23/09/2021).Companies' ratings have been revised upwards and helped by strong cash generation, all the major companies have announced plans for expansion.

Above will help in steel industry's growth. However, there are several other areas,

where the industry has to turn its focus for improving overall competitiveness and reducing greenhouse gas emissions. A comparison of Indian steel producers with global best-in-class peers highlights an 80% lag in R&D spending as % turnover, 30% lag in CO2 emissions per tonne of crude steel, 25% lag in energy intensity per tonne of crude steel and 4% lag in yield (Source: www.kearney.com).

CO2 emissions in India range between 2.29 T/TCS (Tata steel, Jamshedpur in FY21) and 2.62 T/TCS (RINL, Visakhapatnam in FY20) against global average of 1.83T/TCS in 2019. The emissions were 2.44 T/TCS in case of Tata steel Kalinganagar,2.49 T/TCS in case of JSW Steel and 2.55 T/TCS in case of SAIL in FY21.Performance of several companies is not available. As per 'The Energy & Resources Institute', CO2 emissions from Indian steel industry will be 837 MT in 2050, when steel production is expected to be 500 MT (1.67 T/TCS). Most of the companies in Europe, US, Japan and Korea are targeting carbon neutrality by 2050 (China by 2060). Tata steel has announced that their target for 2030 is 1.8 T/TCS (current global average) and JSW steel announced the target of 1.95T/TCS by 2030 (more than current global average). In its second climate action report released on 29-07-2021, ArcelorMittal has fixed a target of 1.54 T/TCS by 2030 against actual of 2.06 T/TCS in 2018. For European operations, the target is 1.11 T/TCS, 36% down from 1.74 T/TCS. 2050 is the net zero target.Tata steel has recently set up 5 TPD carbon capture plant at Jamshedpur works with aim to scale up facilities.Tata steel have also set up a scrap recycling plant at Rohtak in Haryana and over a period of time, plan to set up a EAF based plant. Apart from these, there is no other known initiative by major producers to reduce emissions.

Tata steel, Jamshedpur

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achieved energy intensity of 5.61 G Cal/TCS in FY21 against 6.24 G Cal/TCS by Tata steel, Kalinganagar, 6.38 G Cal/TCS by JSW steel and 6.48 G Cal/TCS by SAIL. RINL achieved 6.02 G Cal/TCS in FY20. Global average energy intensity was 4.74 G Cal/TCS in 2019. High energy intensity in India is partly due to high coke rate (350-450 Kg/THM against international performance of 275-300 Kg/THM), which in turn is due to higher ash in coke and higher alumina in iron ore. Power consumption in EAF is also high compared to international performance.

Specific dust emissions (Kg/TCS) range between 0.3 and 1.0 against global average of 0.2. Specific water consumption (m^3/TCS) ranges between 3 and 4 (2.25 in case of Tata steel, Jamshedpur and RINL, Visakhapatnam) against global average performance of 1.5 to 2.0. Effluent discharge in m^3/TFS,is around 2.0 in SAIL and Tata steel, Jamshedpur and 0.6-0.7 in case of RINL. Internationally, it is zero. It is zero in case of JSW Steel and Tata steel BSL also.

Required investments in technical capabilities have to be made to fulfil the high value added steel demand from capital goods, automotive, atomic energy, nuclear power, Railways, Defence etc. Production of high value added steel is about 8% of total finished steel in India compared to global average of 20%. Because of this, India depends on imports for high value added steel. Grades available in India are also imported (50% in case of alloy steel, 55% in case of tubes & pipes, 66% in case of stainless steel and 78% in case of HR Coil). Reasons for import of grades available in India are quality, price, delivery time, customer quality standards and quantity available. Value of imports in the above four categories during March-May 2020 was $817 million. Non-QCO imports range between 64% and 74% (Source: www.kearney.com).

In FY21, when net exports of total finished steel were 60,32,000 T; there were net imports in categories ofalloy & stainless steel (6,76,000 T),electrical steel(4,18,000 T), tin plates(1,21,000 T), railway materials (47,000 T), tin free steel (46,000 T), pipes (19,000 T) and colour coated steel (10,000 T)(Source: JPC).Indian steel industry's R&D spend is 0.1 to 0.4% of turnover against 1.0% by global peers. Hopefully, Rs 6,322 crore production linked incentive scheme approved by Government of India for speciality steel will help in increasing production of high value added steels and reduce imports. The scheme, yet to be notified, will be implemented over FY24 to FY28. It will be difficult to develop all these grades by 2025-26, as envisaged in NSP 2017.

Indian steel industry, particularly the major players (share of SAIL, Tata Steel, JSW steel, RINL, JSPL and AMNSIL in crude steel production was 63% in FY21) have to give more thrust in the above areas to make Indian steel industry more competitive, quality orientedwith low greenhouse gas emissions by 2030.

Wage revision of MOIL workers announced

In a major development, approval of the wage revision of MOIL workers was announced by Shri Nitin Gadkari, Hon'ble Minister for Road Transport & Highways and Shri Ram Chandra Prasad Singh, Hon'ble Minister of Steel, Government of India in a gala function organized at Nagpur on 31st October, 2021.

This wage revision is for 10 years' duration w.e.f 01.08.2017 up to 31.07.2027, benefitting close to 5,800 company employees. It is based on an MOU arrived between management and recognized union of MOIL i.e. MOIL Kamgar Sanghatan (MKS). The proposal includes fitment benefit of 20% and perks/allowances at the rate of 20%. An Interim relief @ 12% of Basic and DA was given by the company w.e.f May, 2019.

The company announced that it will be making the arrear payment in one go, which will have a financial impact of Rs. 218 crores approximately for the period it is due i.e. from 1st August, 2017 to 30th September, 2021. The total financial impact of the proposed wage revision will be about Rs.87 crores per annum. MOIL LIMITED has already made full provisions for this wage increase in the books of accounts.

In addition, the production linked bonus for all employees @ Rs 28,000/- for the year 2020-21 which will be paid before Deepawli was also announced.

The Hon'ble Ministers also inaugurated various MOIL facilities viz. are the second vertical shaft at Chikla Mine, Hospitals at its five mines' locations, Administrative Building, and Graduate Trainee Hostel at it mines on this occasion.

Various other dignitaries were present for the event, including Shri Faggan Singh Kulaste, Union State Minister for Steel and Rural Development, Shri Sunil Kedar, State Union Minister for Animal Husbandry, Dairy Development, Sports & Youth Welfare, DrVikasMahatme, Member of Parliament, Rajya Sabha. Ms Sukriti Likhi AS&FA, MoS and Ms Ruchika Govi, JS, MoS.

Employees and various union members who had assembled in large numbers to listen to dignitaries were over joyed by these announcements and thanked Ministry of Steel profusely. On this occasion, Hon'ble Union Steel Minister, Shri RCP Singh, congratulated MOIL for its consistent performance and also exhorted them to be geared up to achieve bigger milestones in the future.

Ho'ble Steel Minister will also be visiting Balaghat mine on 1st November, 2021, which is the largest Manganese mine being operated by MOIL and is the deepest underground Manganese mine in Asia.

About MOIL: MOIL Limited is a Schedule-A, Miniratna Category-I CPSE under the administrative control of Ministry of Steel, Government of India. MOIL is the largest producer of manganese ore in the country and operates eleven mines in the State of Maharashtra and Madhya Pradesh. MOIL holds ~34% of manganese ore reserves of the country and is contributing ~ 45% of the domestic production. The company has ambitious vision of almost doubling its production to 25 lakh MT by FY 2024-25. MOIL is also exploring business opportunity in the State of Gujarat, other areas in the State of Madhya Pradesh, Rajasthan and Odisha.

U.S. Moves to Ease Tariffs on Imported Steel, Aluminum From Japan

Washington, Tokyo to start talks to address bilateral concerns over steel and aluminum issues. The Biden administration is moving to ease import tariffs on Japanese steel and aluminum, in the latest step by the White House to reset trade relations with allies.

The U.S. and Japan will begin talks to address bilateral concerns over steel and aluminum issues, including the tariffs imposed by the Trump administration, U.S. trade and commerce officials said in a joint statement Friday.

China's production cuts paving way for accelerated growth of Indian steel industry: T V Narendran

s China undergoes stringent production cuts, its share of the world's steel market is dropping paving the way for accelerated growth of the Indian steel industry, said Tata Steel's managing director T V Narendran in an interaction with ET.

"The forecast is that Chinese consumption will stay flat and consumption outside China will grow…the growth in consumption will be driven more by markets outside China, and I'm more positive about this industry in India," Narendran said.

The company has plans to grow its capacity by at least 35-40 million tonnes by 2030 and is considering setting up 'more scrap-based facilities' in the coming years with a capacity of at least a billion tonnes by 2025.

Chinese Steel Demand Will Contract This Year, ArcelorMittal Says

ArcelorMittal SA warned that Chinese steel demand will contract this year due to headwinds facing the real estate sector, in the latest sign of the widening fallout from the China Evergrande Group's crisis. China dominates global steel markets as the largest producer and consumer, accounting for more than half of total demand. The real

estate sector has been roiled by a debt crisis that's weighed on economic activity, reducing demand for commodities like steel, at the same time as the country battles an energy shortage. ArcelorMittal said it still expects steel consumption outside of China to rise 12% to 13% this year, as economies reboot after lockdowns. However, Chinese demand is now expected to decline

slightly, revised down from the 3% to 5% annual growth the company predicted in July.

China's property and construction industries contracted in the third quarter for the first time since the start of the pandemic, driven by a slump in real estate. The property sector accounts for 40% of the nation's steel consumption, making it a key driver of global demand.

State media has signaled the government's crackdown may ease, but Beijing has shown few signs of returning to the kind stimulus that rebooted property activity and commodities demand in the aftermath of the last major slump in 2015-2016. Earlier this year, China moved to cut steel production and reduce exports as part of its efforts to tackle pollution.

China steel billet market expected to drop further, SE Asia prices firm for new production 5sp

Another sharp drop in the Chinese domestic ferrous markets this week has created further pessimism in the market that import prices may continue to drop, although fundamentals have remained much more solid in Southeast Asia, sources told Fastmarkets on Friday November 12. Local rebar and billet prices crashed again this week amid weak futures markets, led by a dismal performance in coal contracts, while worries about Chinese rebar demand also led to negativity. Fastmarkets' price assessment for steel billet, domestic, exw Tangshan, Northern China, was 4,450 yuan ($696) per tonne including value-added tax at 3pm local time on Friday, down by 450 yuan per tonne week on week. But Fastmarkets heard that major mills in the area had reduced their prices to 4,290 per tonne ex-works later in the afternoon.

Sources in China said that they thought the situation may become worse before improving.

Competition between Indian, Chinese steel players to intensify: Icra

The competition between Indian and Chinese steel players could intensify at global level, amid subdued steel demand in China, according to Icra. The competition between Indian and Chinese steel players could intensify at global level, amid subdued steel demand in China, according to Icra.

In China -- the largest steel consuming country -- steelmakers could brace for an extended period of weak demand as the economy goes through the process of rebalancing of an overheated property market, which was a key growth engine driving the country's steel demand for the last two decades, the ratings agency said in its latest report.

According to Icra, in 2020-21, China emerged as the single-largest importer of steel from India. However, with the Chinese steel demand growth waning in the current fiscal, the share of steel exports to China by Indian mills

has plummeted to just 8 per cent in the first half of the ongoing fiscal from 30 per cent in the preceding financial year.

"As demand dries up back home, a steadily rising trend in Chinese steel exports suggests that competition in the export markets between Indian and Chinese mills could

intensify going forward," it said. The demand has been affected as a few Chinese property developers faced financial issues, and the Chinese property industry accounts for around 15 percent of global steel demand. To prevent the housing market from overheating and to mitigate broader systemic risks to its economy, the Chinese government introduced the "Three Red Lines", which put in place a mechanism to prevent the piling up of excessive borrowings on the balance sheet of property developers, it said. Jayanta Roy, Senior Vice-President and Group Head, Corporate Sector Ratings, ICRA, said, directly and indirectly, real estate related activities reportedly contribute around 25-30 per cent to the Chinese GDP and around 30 per cent to the Chinese domestic steel demand.

"Therefore, with the Chinese property sector accounting for around 15% of global steel demand, the ongoing readjustment away from a property driven model of growth in China is likely to have an adverse impact on the steel industry for an extended period. This could signal the start of mean reversion for the commodity, with spreads gradually starting to gravitate towards long-period median levels," he said.

Steel prices will remain volatile but uptrend to continue: Tata Steel MD

There is going to be a structural shift as well in demand and China will no longer be the big driver of demand as it has been for the last 15 years. Other regions are going to

certainly pick up the slack and more than make up for it, says TV Narendran, MD, Tata Steel.

If I look at the year on year comparison and the realisations, it seems the purple patch for the steel sector continues?

Yes, we are in a good place as far as industry is concerned from a demand perspective with multiple governments across the world focussing on infrastructure including our own. Also, costs are on the higher side, given the input cost at record levels. Plus. China despite a bit of a slowdown is not exporting much and cutting production month on month. So overall the sector is in a good place.

We have seen a lot of volatility in iron ore prices. So what happens to the steel prices given that the raw material prices are fluctuating so wildly?

There is volatility in steel prices. If we look at the steel prices in the last three to four months in Southeast Asia, hot rolled coil prices fluctuated between $850 and $950. It went up and down twice. It seems there is volatility because of raw material prices but even today, the raw material prices are at a high level so co ..

Iron ore prices crash 65% from peak as China curbs steel output

The rally in iron ore may have ended as its prices have dropped by over 65 per cent since the peak witnessed in May this year on weak industrial demand, mainly in China where steel production is facing curbs. Since last week, the rates have declined by about five per cent.The collapse has led to rating agencies such as Fitch Solutions Country Risk and Industry Research (FSCRIF) downgrading iron ore outlook for this year as well as the next. Iron ore with 63.5 per cent iron content was quoted at $87.50 a tonne for delivery at Tianjin — the lowest in 17 months. On Dalian Commodity Exchange, iron ore futures for delivery in January were quoted at 528 Chinese yuan ($82.59) a tonne on Wednesday against 561 yuan on November 5.

A major factor for the current decline in iron ore prices is data showing China's iron ore imports in October dropping by over four per cent. This is the second consecutive month when imports dropped. The drop in iron ore imports comes on the heels of steel production declining for three straight months till September. Steel output is feared to have dipped in October too with capacity utilization rates of steel mills across China plunging to near 60 per cent.

Weak demand to persist

Indian rating agency ICRA said Chinese steel-makers could brace for an extended period of weak domestic demand as the economy goes through the process of rebalancing of an overheated property market, which was a key growth engine driving the country's steel demand for the last two decades.Jayanta Roy, Senior Vice-President & Group Head, Corporate Sector Ratings, ICRA, said: "The Three Red Lines effectively put in place a check to reign in

new housing supply in China. Directly and indirectly, real estate related activities reportedly contribute around 30 per cent to the Chinese domestic steel demand."

With the Chinese property sector accounting for around 15 per cent of global steel demand, the ongoing readjustment away from a property driven model of growth in China is likely to have an adverse impact on the steel industry for an extended period, he said.

Long-term downtrend

In its note on plunging iron ore prices, FSCRIR said it was as per its expectations. Prices are expected to remain under pressure next year too. For the current year, Fitch Solutions has cut its price outlook to $155 a tonne (from $170) and to $110 for next year ($130).

"Demand strength from Chinese steel producers peaked in H121, and we expect demand to remain weak going forward with a concomitant improvement in global supply. Over the longer term, we expect iron ore prices to remain a multi-year downtrend...," the rating agency, a unit of the Fitch group, said.

Iron ore prices had embarked on a long rally since the middle of last year besides surging in the first half of this year, but prices began to climb down from July.

Improving supply

"We expect prices to remain pressured into 2022 as supply improves and demand growth slows. That being said, we do expect that most of the downward movement is now behind us, and prices should not collapse in 2022 from current levels as they did in 2021," Fitch Solutions said.

Chinese demand for iron ore stemming from the communist nation's economic recovery and Beijing's stimulus plan supporting the construction industry peaked in the first half.

China's energy crunch resulted in declining steel production and consequently, the demand for iron ore starting in June till now, FSCRIR said, adding that while China's energy crunch has begun to ease and production curbs on steel are being lifted gradually.

Tightening credit lines

However, it does not expect the demand impact seen during the early part of this year to return next year as construction projects have been completed and the pipeline had a lower number of new projects as China was focusing on tightening credit.

"Additionally, we see rising risks to the Chinese property market and thus iron ore demand from the construction sector, following Evergrande's financial difficulties. In the event that Evergrande's difficulties spark contagion for other Chinese property developers that may not be directly exposed, iron ore demand would be further hampered," Fitch Solutions said.Evergrande and the real estate sector's difficulties could have a long-lasting negative impact on local government revenue in China as a large part of their revenue comes from land sales."As local government revenue is used to fund infrastructure projects that consume metals, a decrease in revenue could impact construction activity and metals demand in the coming years," the agency said.

Decarbonising economy

In addition, China has been curbing steel production as an avenue to decarbonise the economy. A drop in steel production has impacted iron ore demand, it said.

ICRA said China had an unwavering resolve to achieve carbon-neutrality through sustained aggressive supply-side response. This could lead to stricter restrictions on production growth and fresh capacity addition so that the Chinese steel industry can be on track to meet its baseline emission reduction target.Fitch Solutions said Brazil and Australia have begun to ramp up supplies, changing the low production scenario witnessed since 2018. In particular, Brazil's Vale will be increasing production to 315-335 million tonnes (mt) and raising it further to 343 mt.Australian producers were also maintaining their guidance on production, FSCRIR said, adding that iron prices will consistently trend downwards in the long term.

Semiconductor shortage dent Oct PV sales

As per SIAM monthly data for the month of October 2021, sales of passenger vehicles fell to 2,26,353 units in October as compared to 3,10,694 units sold during the corresponding month of 2020.Challenges pertaining to electronic components' availability, coupled with high operating and ownership costs due to rising commodity prices dragged passenger vehicles' sales lower on a year-on-year basis in October. On a sequential basis, October's PV sales were higher than September's level of 1,60,070 units.

Segment-wise, a total of 1,03,829 passenger cars were sold in the domestic market in October, down from 1,82,692 units sold in the like period of 2020.

The sales of other sub-categories such as utility vehicles (UV) and vans also degrew on a year-on-year basis. As per the data, UV sales fell to 1,12,112 units from 1,14,390 units, while the off-take of vans declined to 10,412 units from 13,612 units in the year-ago period.

In terms of two-wheelers, sales were lower in October 2021 at 15,41,621 unit s from 20,53,814 units sold in the like month of 2020.

The overall domestic automobile sectors' off-take representing the sales of passenger vehicles, two-wheelers, three-wheelers and quadricycles fell to 17,9 9,750 units from 23,91,192 units sold during the same period of last year.

However, the data showed a YoY rise in exports. The overall exports, including PVs, two and three-wheelers and quadricycles rose to 456,698 units from 454,637 units during the same period of last year.

"Manufacturers were banking on the festive season to recover from the severe drop in sales they have faced in the early part of financial year 2021-22," said Rajesh Menon, Director General, SIAM.

"However, shortage of semiconductors and steep hike in raw material cost have been a major spoilsport for the industry."

Commenting on the October 2021 sales data, Mr Rajesh Menon, Director General, SIAM said

"The Passenger Vehicles sales in October 2021 were down by (-) 27.15% and Two-Wheelers were down by (-) 24.94% compared to October 2020. Though the numbers of Three-Wheelers in October 2021 sold were more than the previous year, it is still less than half of what was sold in October 2019.

Manufacturers were banking on the festive season to recover from the severe drop in sales they have faced in the early part of the financial year 2021-22. However, shortage of semiconductors and steep hike in raw material cost have been a major spoilsport for the Industry."

SIAM Statistic

SIAM						
Segment wise Comparative Production, Domestic Sales & Exports data for the month of October 2021						
(Number of Vehicles)						
Category	Production		Domestic Sales		Exports	
Segment/Subsegment	October		October		October	
	2020	2021	2020	2021	2020	2021
Passenger Vehicles (PVs)*						
Passenger Cars	205,939	126,001	182,692	103,829	29,276	26,639
Utility Vehicles (UVs)	121,547	120,544	114,390	112,112	11,126	12,719
Vans	13,630	10,634	13,612	10,412	126	308
Total Passenger Vehicles (PVs)	**341,116**	**257,179**	**310,694**	**226,353**	**40,528**	**39,666**
Three Wheelers						
Passenger Carrier	60,323	62,419	16,623	22,692	41,909	41,844
Goods Carrier	10,891	10,482	10,061	9,082	761	852
Total Three Wheelers	**71,214**	**72,901**	**26,684**	**31,774**	**42,670**	**42,696**
Two Wheelers						
Scooter/ Scooterettee	620,991	469,375	590,507	467,161	37,280	38,619
Motorcycle/Step-Throughs	1,715,210	1,349,273	1,382,749	1,017,874	332,281	334,781
Mopeds	81,578	64,438	80,268	55,356	1,452	672
Electric Two Wheelers	249	1,310	290	1,230	-	-
Total Two Wheelers	**2,418,028**	**1,884,396**	**2,053,814**	**1,541,621**	**371,013**	**374,072**
Quadricycle	**486**	**269**	**-**	**2**	**426**	**264**
Grand Total of All Categories	**2,830,844**	**2,214,745**	**2,391,192**	**1,799,750**	**454,637**	**456,698**
* BMW, Mercedes, Tata Motors and Volvo Auto data is not available						
Society of Indian Automobile Manufacturers (12/11/2021)						

SIAM						
Summary Report: Cumulative Production, Domestic Sales & Exports data for the period of April-October 2021						
Report I						
(Number of Vehicles)						
Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April-October		April-October		April-October	
	2020-21	2021-22	2020-21	2021-22	2020-21	2021-22
Passenger Vehicles (PVs)*						
Passenger Cars	780,128	987,848	689,059	784,959	129,785	208,907
Utility Vehicles (UVs)	500,360	881,410	452,221	765,803	65,519	114,240
Vans	46,670	64,678	49,380	63,305	378	1,193
Total Passenger Vehicles (PVs)	**1,327,158**	**1,933,936**	**1,190,660**	**1,614,067**	**195,682**	**324,340**
Three Wheelers						
Passenger Carrier	239,893	377,231	50,087	85,915	192,959	295,202
Goods Carrier	38,752	48,760	36,052	41,280	2,543	5,506
Total Three Wheelers	**278,645**	**425,991**	**86,139**	**127,195**	**195,502**	**300,708**
Two Wheelers						
Scooter/ Scooterettee	2,197,824	2,631,077	2,276,856	2,395,104	103,700	224,080
Motorcycle/Step-Throughs	6,709,296	7,646,846	5,429,605	5,369,358	1,376,215	2,387,679
Mopeds	326,531	303,980	331,434	287,915	3,937	7,534
Electric Two Wheelers	1,051	6,714	993	6,860	-	-
Total Two Wheelers	**9,234,702**	**10,588,617**	**8,038,888**	**8,059,237**	**1,483,852**	**2,619,293**
Quadricycle	**1,391**	**3,286**	**-27**	**8**	**1,411**	**3,593**
Grand Total of All Categories	**10,841,896**	**12,951,830**	**9,315,660**	**9,800,507**	**1,876,447**	**3,247,934**
* BMW, Mercedes, Volvo Auto data is not available and Tata Motors data is available for Apr-Sep only						
Society of Indian Automobile Manufacturers (12/11/2021)						

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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.
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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.

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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

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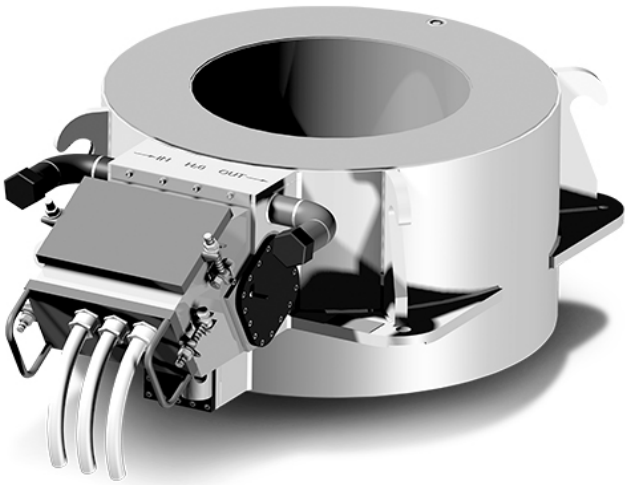

Caster EMS

MFM - Gaussmeter

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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

Engineering & Technologies

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