

STEELWORLD

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Wim Van Gerven
*Director and
Vice President Operations
AM/NS India*

■ **Sustainability fully
embedded in our strategy :
AM/NS India**



Soma Mondal
*Chairman,
Steel Authority of
India Limited*



Dilip Oommen,
*President
Indian Steel Association*



TV Narendran
*CEO & MD,
Tata Steel*

■ **Union Budget 2022-23: Augurs well for the steel sector**



■ **Global steel production up
marginally in 2021 despite
decline in Chinese output**

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Editorial Desk



D. A. Chandekar
Editor

Dear Readers,

As mentioned in my last piece, the steel demand lies outside the steel industry and hence if the government spends and pushes the steel user sectors such as infra, construction, auto etc., it will automatically boost the steel demand in the country. There may be very little direct benefit to iron & steel industry in the recently announced union finance budget for the fiscal 2022-23, but the fact that it has a bigger outlay for infrastructure than the last year, emphasis on domestic purchases of defence equipment will surely benefit our industry. Further, thrust on MSME sector coupled with PM Awas Yojana, Gati Shakti Yojana would certainly go a long way in creating employment and thus helping the economy wheel move. All this will enhance the purchasing power of the population and will also indirectly support the steel demand curve.

Friends, we must also understand that only creating demand is not enough to drive such a complicated and multi dimensional industry forward. Iron & steel industry has a very long (perhaps the longest) process chain. One has to study the loose links, disruptions at every stage,

find a workable, feasible solution and fix them. This will ensure a seamless growth of this elephant like industry of ours. First of all, there are not enough consulting and designing companies which can erect and commission a steel plant. There is a big vacuum in this area. Also, for the last so many years, our industry has been crying for the shortage of technical manpower. Not enough number of metallurgists are produced in the country to support this growing industry. Right from the engineering colleges, the emphasis is to the streams like Computer Science, IT, etc. and most of the engineering colleges don't have metallurgy stream. Fact is even today, many of the metallurgical plants are run by unqualified workforce. (God bless them). One more important area is technology. I do agree that the big plants are quite updated in this regard but most of the melt shops, rolling mills and processing units are still using primitive technology. In developed countries, iron & steel industry has the mindset of adopting latest technologies. Industry 4.0 or digitalization, which is struggling to enter our industry, is already in use elsewhere. Last but not the least, the spending on research in our country is negligible. Most of the steel plants don't even have a research department.

How can our industry progress without all these tools ? is only demand enough for the progress of the industry ? How can we compete in the global marketplace employing unqualified workforce and outdated technology ? Any government can help the industry in only a limited way. The real push has to come from within the industry, isn't it ?

Write your comments :

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Sustainability fully embedded in our strategy : AM/NS India

Wim Van Gerven is Director and Vice President of Operations at AM/NS India. Van Gerven began his professional career as an electrical maintenance manager at ArcelorMittal Gent, Belgium, in 1988. Over the past three decades, he has progressed within ArcelorMittal to hold various senior positions in Europe, including in Poland and Belgium. Earlier, he served as CEO of ArcelorMittal Gent and CEO of ArcelorMittal Europe Flat Products (Business Division North). Between 2014 and 2019, Van Gerven was a chairman of the Belgian Steel Federation.



"We have high ambitions to grow in India, which is reflected through the expansion plans announced by AM/NS India in the recent past"

Wim Van Gerven

Currently the steel industry is among the three biggest producers of carbon dioxide, with emissions being produced by a limited number of locations; steel plants are therefore a good candidate for decarbonization. Looking at the steel decarbonisation, D A Chandekar, CEO & Editor, Steelworld had an exclusive interaction with Mr. Wim Van Gerven to understand more about Indian Steel mission towards decarbonisation, pandemic effects and

analysis of European Steel industry vs Industry Steel industry.

Excerpts :

Q. What is your experience so far of the Indian steel sector? How bullish are you about it?

My experience so far has been very good. The Indian steel sector has incredibly good long-term growth prospects backed by the government's aspiration to double the installed capacity to 300 million tons (MT) from about 140 MT. It is, indeed, a big

challenge to build such capacity by 2030. Domestic consumption needs to significantly shore up to achieve this ambitious goal. Though the plant capacities are growing, the market demand is not growing at the same rate, which can pose temporary issues. Both: having extra capacity or limited capacity, can be challenging. Excess capacity can be compensated through exports, but one has to be conscious of the trade protection measures. Amidst all these challenges,



the COVID health crisis erupted, increasing the volatility across the globe. As far as AM/NS India is concerned, we have battled this crisis head-on and began running our operations at full capacity within weeks after the complete national lockdown,

Gujarat, to 18 MTPA from the current 7.4 MTPA as well as to set up a 12 MTPA greenfield project at Odisha – the two key projects that would help us realise our goal to reach 30 MTPA in the coming decade. In the last two years since

could say the difference is that of general macro-economic environment. In Europe with developed countries, the fully automated plants which are quite optimized, operate in a matured market with growth potential of perhaps one or two per cent a year.



and the momentum continues.

Meanwhile, there are favourable macro-economic elements that will enable growth. India has a long way to go. Evaluating all these factors, I maintain a positive outlook for India, and I am sure it will acquire a central position in the global steel landscape and become a force to reckon with.

Q. What are the expansion and up-gradation initiatives undertaken by the new management?

Both ArcelorMittal and Nippon Steel have high ambitions to grow in India, which is reflected through the expansion plans announced by AM/NS India in the recent past. Work is progressing at a good pace to enhance the capacity at our flagship plant in Hazira,

we completed the acquisition process, we have strategically undertaken up-gradation works, including quality enhancement and equipment improvement processes, to be completed by 2024.

In line with the Government's decarbonisation mission, the company will continue to optimise the use of technology to meet its current goals on sustainability and energy saving while keeping Health & Safety as our number one priority.

Q. You have worked in Europe. What is the difference in working in those plants and in India?

Having worked in diverse geographies, I

The business challenges here revolve around ways to improve production while reducing cost. There are more structural imports in Europe. Also, although mills are advanced, they have become old amid capital expenditure limitations.

Whereas the Indian steel industry has a lot of scope for expansion as the market is growing. Most of the industry players, including AM/NS India, are executing a full-fledged expansion plan in the country, using the newest technology.

The second marked difference I could talk about is management style and people, with maximum focus given towards environment and safety in a systematic way aided by automation. In India too,



Face to Face

environment and safety were given importance but not monitored in as systematic way as the Europeans do. Also, in India work gets done faster. Even if a mistake was done, it gets corrected fast and things move on. Whereas in

world, have helped us to understand the seriousness of the situation early and devise safety measures accordingly. Tight integration and continuous communication between

the COVID hospital, the oxygen deliveries and a lot of other CSR measures. We are already started enrolling the employees and their family members for the booster shot.

Q. Please elaborate on your sustainability initiatives?

Sustainability is a broad topic that encompasses environmental compliance, employee satisfaction, development trainings, CSR activities, stakeholders' happiness, etc. So far, we have made good progress in terms of sustainability, which is fully embedded in our business strategy.

Particularly in terms of environment, better processes are in place. As our brown field expansion is

underway, we will phase out the units that are emitting the highest CO2 emissions and bring in better CO2 reduction technologies. Further efficiency is being boosted with a site improvement plan and industry 4.0. Our particular footprint of Direct Reduced Iron (DRI) technology-based production is especially beneficial to emit less CO2. Also, we want to make our plants ready to work on renewable energy and accordingly, we are undertaking some good initiatives.



Europe, more focus is given on better planning amidst comparatively limited resources.

Q. The last two years have been extremely challenging for everybody due to the COVID pandemic. How did AM/NS India respond to the situation, especially at the plant level?

Covid-19 pandemic certainly brought many unforeseen challenges and uncertainties both in the work environment and at the people level. Regular updates from parent companies, supported by different regions' managements across the

the senior management AM/NS India team, people-friendly HR policies, ground-level support to employees and extended families, financial assistance to the families of the employees we lost due to Covid and strict adherence to government norms helped us sail through the situation.

We were among the first companies to vaccinate everyone, including our business associates and families of the employees. We did well, we also did a lot of other initiatives like



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Union Budget 2022-23: Augurs well for the steel sector



"The union budget for Financial Year 2022-23 holds promise for faster economic development putting the Indian economy on a still higher trajectory of growth. The budget envisages higher Public investment and capital spending by the Government. There is a direct focus on intensifying the infrastructure developmental activities through the PM Gati Shakti Programme with seven engines of growth, focus on Highways network, PM Awas Yojna in rural and urban areas, Har Ghar Nal Se Jal scheme, etc. She added, The additional focus on the MSME sector will also trigger enhanced economic activities. These efforts are sure to have a positive impact on the overall economy and it augurs well for the steel sector".

Soma Mondal , Chairman, Steel Authority of India Limited



"It is a visionary budget that lays a blueprint for 'AmritKaal', supported by PM Gati Shakti Mission with multi-modal approach to boost transport & logistics. A significant increase of 35.4% in capital expenditure to Rs 7.50 lakh crore will also have a multiplier effect and provide impetus to drive growth, thus helping in steel demand creation. Increase in the domestic capital procurement budget for the Armed Forces' equipment is yet another right step towards realising the Atmanirbhar Bharat mission. Focus on sustainability that emphasises on socio-economic development along with the circular economy is a positive move" said

Dilip Oommen, President, Indian Steel Association.



Tata Steel CEO and Managing Director T V Narendran on Tuesday welcomed the Union Budget, describing it as yet another progressive, future focussed and inclusive budget that aimed to position the economy on an accelerated growth trajectory, especially in the backdrop of an encouraging broader economic recovery, a company statement said.

"It is heartening to note the government's sustained focus on infrastructure and increased public spending while staying committed to the fiscal discipline and stable policy regime. We welcome Budget 2022-23 and look forward to concerted implementation of the proposed reforms to ensure the benefits percolate across the economy," he said.

The increased allocation to infrastructure spending will certainly have a multiplier effect on the economy, generating employment opportunities across the country and creating demand across product categories, including steel.

TV Narendran, CEO & MD, Tata Steel



Recycling Sector – Challenges and Opportunities

A panel discussion was held on 16th Dec. 2021 under 10th Asian Metallurgy on the above subject. Following members participated.

- 1) Mr L. Pugazhenty (ED – ILZDA)
- 2) Eng Salam SHARIF
- 3) Mr Vinay Sharma (MRAI – India)
- 4) Ms Divya (GM- Procurement - RMI)
- 5) Mr Dyanesh Chandekar (Editor- MetalWorld and SteelWorld)

In the opening remarks Mr Dyanesh Chandekar said that recycling is the way forward. He commented that we should use fewer materials from mother earth. There will be opportunities as well as challenges in the recycling sector.

The views of all the members are presented below –

(A) L. Pugazhenty: In his opening remarks he expected that recycling being a very important issue



L. Pugazhenty

and priority, it should be discussed first. Green recycling of steel, metal and plastics is important. Industry leaders should do a good job. In India steel scrap is being recycled since the year 1975. Recycling provides good opportunity in India. During the discussion he said that there is a lack of appreciation and co ordination among various government officials. Mines

ministry does not have data on production and consumption of metals. Details of primary and secondary metals are also not available with mines ministry. According to different government departments, recycling is a job of ministry of forest and environment.

State pollution control boards (PCB) do not have good co operation among themselves.

For instant, movement of used lead batteries is not allowed from Tamilnadu state to Karnataka state whereas other states allow the movement.

Massive awakening is required among the government agencies, industries and people.

Government as a whole should have uniform thinking, interpretation and understanding to take the recycling industry forward. The system should work as a team in a collective manner. Government should make efforts to increase the awareness on recycling with the help of mass media. Regulatory board should work as facilitator and guide people from recycling industry.

They should help people in getting approvals for handling copper and aluminium scrap.

Clear guidelines should be provided for lead batteries and dry cell batteries.

(B) Eng. Salam SHARIF:

According to him recycling is not a new concept. Almighty created the nature and plants to absorb harmful gases. MFD



Salam SHARIF

is absorbed by plants and used as fuel by them.

There is massive urbanisation, deforestation, desertification

and exploitation of natural resources. Recycling is not a choice but necessity.

In Glasgow climate change conference the world leaders decided to put a stop on decarbonisation.

He echoed the views of Divya madam on recycling issues and problems. Her views are presented below in section (D).

In Middle East young population is 70%. It has highly educated youth and diverse nationality. It has huge oil reserves and the by product is gas.

GCC has investment of over 1.8 billion USD in steel pipeline. In the next 10 years 700 billion Saudi Riyal will be invested in green initiative.

1 MT of steel production generates 1.9 to 2.0 MT of carbon emission. If the same quantity of steel is produced from scrap, only 1/4 to 1/3 of carbon emission will occur. Creating awareness about recycling among various stake holders is on CSR agenda.

In GCC sector waste generation is very high which is a blessing in disguise.

He emphasized that the recycled materials do not lose their characteristics or



Dhiraj K Chauhan
(Director- METCON)

He offers metallurgical consultancy services in the areas of Heat treatment and quality as well as process controls in cold rolling mills. He is B.Tech (Hons) and M.Tech. in Metallurgical Engg. form IIT Mumbai.



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View Point

properties.

Due to squeeze of supplies, regulations etc the prices of copper and other metals are artificially high. He suggested lobbying and advocating involving all members in the recycling activities.

Trade between India and Middle East is ~110 billion USD. There are 4 million Indians are in UAE. There is a lot of scope for improvement in institutional relations between India and UAE. DMR and MRAI are working closely for improving the relationship. GCC is a backyard for lot of recycled materials which is suitable for Indian industries.

(C) Vinay Sharma: He also



Vinay Sharma

agreed with the comments of other participants about recycling business. Earth is suffering in the name of development. Huge waste is generated in the last 40 years as compared to past 4000 years. Recycling is the only solution. Recycling should be put in front seat and not on back seat. Increased in population will need materials from present level of 50 to 130 billion MT like metals, plastics, glass, tyres etc. By the year 2050, four earths will be needed to meet the demands of materials requirements. Recycling sector employs 1.75 million people and contributes to 2% of GDP. It allows Rs 14 lakh Crore of cost saving and has the

potential to create 6 times more jobs.

If steel is produced from scrap instead of iron mineral 74% energy is saved. For use of aluminium scrap 95% energy saving will result, In case of copper scrap 85% saving and for plastic reprocessing 85% energy savings will result.

For 1 mt of steel production from scrap, 642 kwh energy is saved, 1.8 barrels of oil and 2.3 cubic meters of land fill space is saved and reduction in carbon dioxide emission is 58%. 1mt of aluminium production from scrap saves 6 mt of bauxite mineral.

It was suggested that trading of recycled scrap be allowed with minimum regulations.

The recycling industry is getting good support from government of India.

(D) Divya: Vast devastation of Mother Nature has taken place. Material consumption is up 6 times.



Divya Pandya

Resource extraction in India is 1580 mt/acre against world average of 450. Recycling rate in India is 20-25% as against world average of 75%.

Copper scrap is a mine above the earth and more of an urban mine. Recycling is less capital intensive and more environmental friendly.

Domestic scrap business should be given industry status so that it becomes more organised. Recycling of copper scrap will reduce

dependence on imports of copper mineral since India has few copper deposits.

BCD on copper scrap is reduced from 5% to 2.5% now.

Copper scrap is non hazardous and covered under Basel convention with a Basel Code B- 1010.

The government has willingness to work and for the recycling industry there is silver lining.

(E) Kegan Vas: Technologies for recycling of lead batteries will have to be implemented. Nearly 5.5 million tons of scrap



Kegan Vas

is imported by Gulf countries. There is a good opportunity between UAE and India for scrap recycling business. Scrap arrives from Europe and it is segregated and shipped to India. There are big recyclers for scrap reprocessing in UAE apart from Europe. The recyclers from UAE are keen to enter India. In fact a recycling facility has been set up in Chennai.

Good awareness is required on technological aspects of the recycling industry. For precaution in scrap handling and use of safety gears is a must. Lead metal recovered from batteries must be handled carefully.

Towards the end of discussion Mr Chandekar said that more importance should be given to recycling activities and felt that Government can set up separate department or Ministry.

He thanked all the participating members for the lively and informative discussion and the panel discussion was concluded. ■



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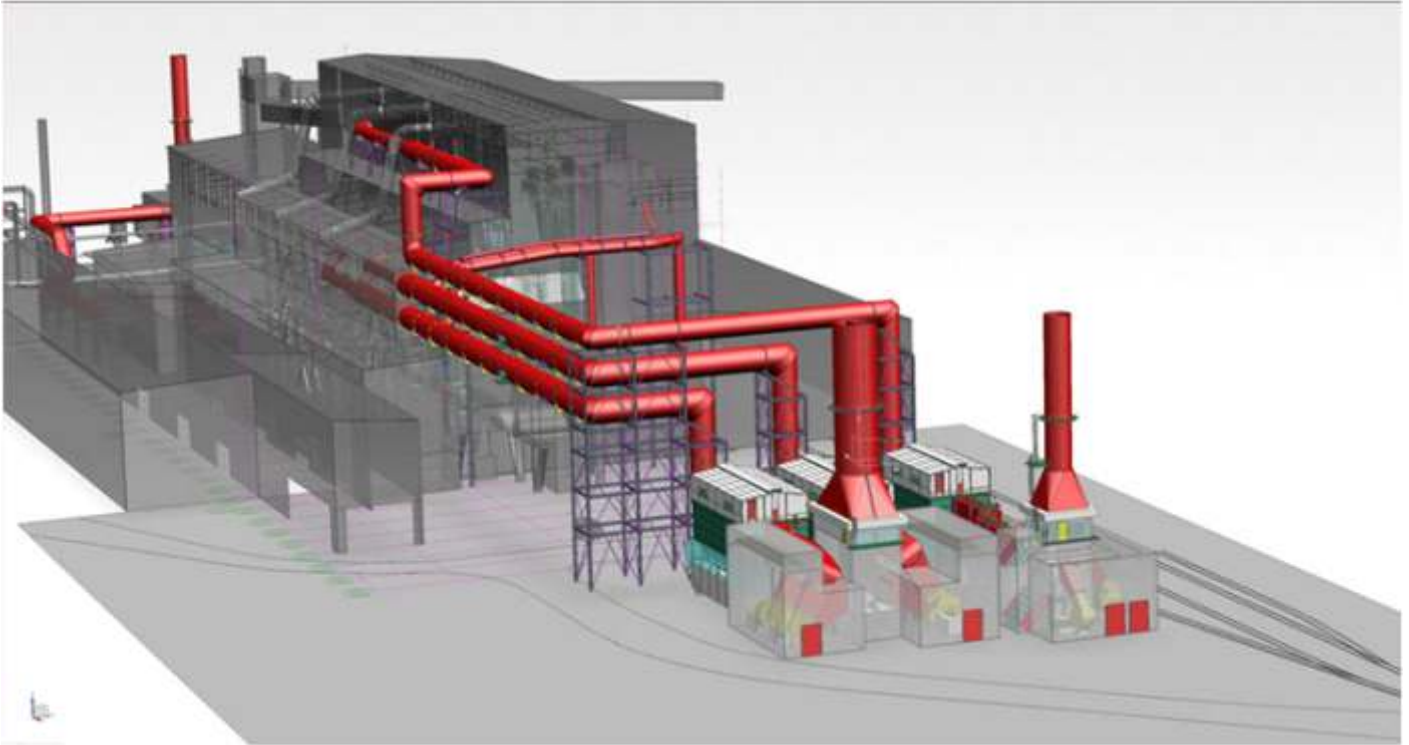
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Feature



PRIMETALS Technologies recognised as the "Leader of Environmental Solutions in Metallurgy"



Magnitogorsk Iron and Steel Works (MMK) concluded its sixth annual best supplier competition. The honorary diploma for "Leader of Environmental Solutions in Metallurgy" was awarded to Primetals Technologies Magnitogorsk Iron and Steel Works (MMK) held its sixth annual best supplier competition and recognized its most reliable supply chain partners.

MMK's management places great value in this competition since relations with suppliers are one of the key factors for successful

future development. An honorary diploma in the category "Leader of Environmental Solutions in Metallurgy" was awarded to Primetals Technologies, for supplying a secondary dedusting system for the BOF melt shop. Primetals Technologies is a joint venture of Mitsubishi Heavy Industries and partners, with around 7,000 employees worldwide.

The award was presented during a gala event, where Pavel Shilyaev, MMK CEO, thanked the winners for their cooperation. Primetals Technologies is proud to be honored as one of the selected suppliers. Wilhelm

Fingerhut, Vice President Environmental Solutions, received the prize: "We would like to thank the MMK management and the project team for their excellent cooperation and this gesture of appreciation inspires and motivates us further. We will continue to complete projects together and ensure that we live up to this award."

The contract for the secondary dedusting project for the BOF melt shop was signed in early 2020 and is currently under implementation. It is aimed at improving the working conditions inside and outside the steel shop and

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Feature



will bring the city of Magnitogorsk one step closer to a green city by significantly reducing emission levels.

Primetals Technologies supplies engineering, equipment, and supervision for the project and startup is scheduled for summer 2022. The main task of the secondary dedusting system is to efficiently capture dust emissions that occur during the handling and processing of hot metal and liquid steel (e.g., charging, tapping, reladling). The proper design and location of hoods is essential to achieve the highest dust collection efficiency and ensure clean atmospheric conditions inside and outside the steel shop.

A major process improvement is the patented Primetals Technologies peak-cooler technology that absorbs temperature peaks during hotmetal charging and reduces the need for additional cooling air. Hence, this innovative technology based on thermal energy storage leads to reduced dilution air demands and reduced off-gas volume flows. This solution reduces investment and operating costs. Additionally, operational safety is improved, and greater productivity is achieved through a higher charging speed.

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ArcelorMittal Nippon Steel India expands presence to J&K with the opening of retail outlet Hypermart

**AM/NS
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Located at Purmandal Morh in Jammu, the outlet will provide direct and immediate access of quality steel products to businesses operating in various segments such as infrastructure,

housing, and Micro Small and Medium Enterprises (MSME). Hypermart is AM/NS India's integrated platform for retail, trade and last-mile sales of steel grades for diverse segments involved in a range of manufacturing activities, including the production of fabricators, engineering goods and auto components. Businesses across J&K will benefit from customisation of orders and a wide range of value-added steel products available through Hypermart.

RANJAN PRAKASH THAKUR, Principal Secretary, Department of Industries & Commerce, Government of Jammu and Kashmir inaugurated AM/NS India's latest Hypermart outlet and said, "We are delighted that ArcelorMittal Nippon Steel India marks its footprint in J&K. Over the last year, we have accelerated the economic and industrial development of the region in an unprecedented manner. We have received formal investment proposals with detailed project reports to the tune of ₹ 50,000 crore. The entry of ArcelorMittal Nippon Steel India will surely help in fast-tracking the infrastructure and industrial development of the region, besides immensely benefitting the people. I am also confident that with the success of Hypermart, ArcelorMittal Nippon Steel India will further expand its operations, going forward."

ALAIN LEGRIX, Director & Vice President - Sales & Marketing, ArcelorMittal Nippon Steel India, said, "We are pleased to have brought Hypermart to Jammu and Kashmir. We're proud to bring our premium range of steel products to support infrastructure development and industrial activity in this important region of northern India. Businesses will now have direct access to a range of bespoke steel products, underpinned by the quality, value and technology."

RANJAN DHAR, Chief Marketing Officer, ArcelorMittal Nippon Steel India, said, "The opening of our latest Hypermart in Jammu signifies our commitment to support the development of the Union Territory as one of the fastest growing regions in the country. Steel intensive infrastructure development is a proven model for rapid economic progress. Hypermart has been mandated to fulfil the steel needs of J&K. Supported by technologically advanced parent companies, our foray into the region will

strengthen our efforts towards 'Atmanirbhar Bharat' Mission."

AM/NS India's Hypermart network strategically spans several regions across the country, including Hazira, Taloja, Mangalore, Ghaziabad, Hyderabad, Coimbatore, Bengaluru, Ahmedabad, Ludhiana and Jodhpur. The Hypermart division currently accounts for 20% of AM/NS India's overall revenues and this share is expected to rise to 30% as the expansion plans for the network of outlets are underway.

Customs exemption extension on steel scrap will bring temporary relief

Steel is an essential product that is consumed largely in infrastructure (construction and real estate) development and industrial manufacturing.

Due to the high prices of raw material, the steel consumption also dropped last year, impacting the country's economy. Keeping that in mind, the Government of India decided to extend the exemption of custom duty on import of scrap in the Union Budget 2022-23.

This decision can be seen as a smart step which will not only benefit the sector in economic terms but also in terms of having a lower carbon footprint.

Steel scrap is an alternative raw material in steel manufacturing, partially in blast furnace – basic oxygen furnace route – and fully in electric arc furnace or induction furnace route. It can, thus, help steel companies (especially micro, small and medium enterprises) in bringing down that manufacturing cost as well as their carbon footprint.

A tonne of steel scrap can save 1.1 tonne of iron ore, 630 kilogram of coking coal and 55 kg of limestone. The use of steel scrap in both major manufacturing routes (BF-BOF & DRI-EAF/IF) can substantially lower the carbon emission in the process.

The Steel Scrap Recycling Policy mentions the role of steel scraps in reducing greenhouse gas emissions by 58 per cent.

A discussion on this decision would be incomplete without discussing the availability of steel scrap in India and its alignment with the target and vision set by the Government of India.

In the Steel Scrap Recycling Policy 2019, the Ministry of Steel stated that as of 2019, the current supply of steel scrap is 25 million tonnes from the domestic market and 7 MT from imports. The aim of the scrap policy is to be able to harness this 7 MT from the domestic market itself to reduce dependence on imports. This would make India's steel markets less vulnerable to global events in the sector.

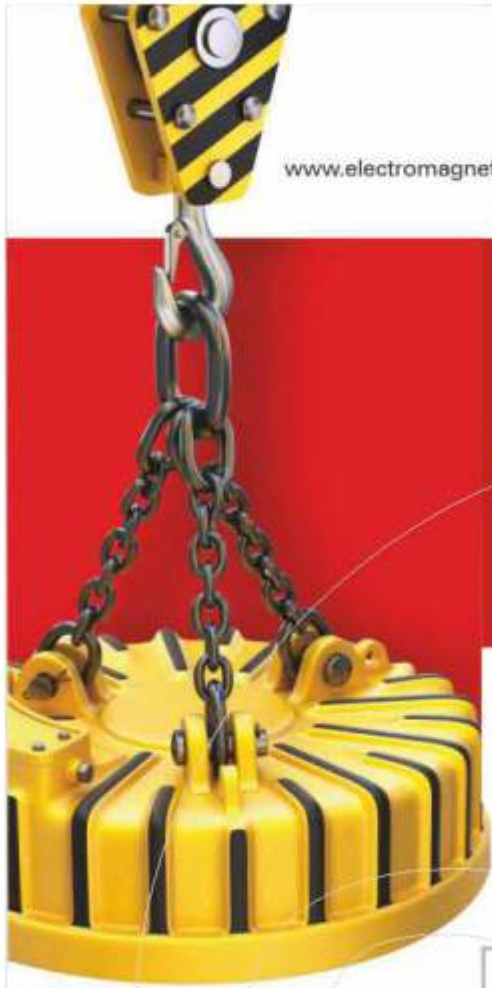
The policy mentions opening 70 scrap processing centres with 300 collection and dismantling centres to fill

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up the gap of 7 MT. India also aims to generate steel production of about 255 MT by 2030 (according to the National Steel Policy 2017).

By that time, it is estimated that the demand for steel scrap may rise up to 70-80 MT. To meet this, India may require up to 700 scrap processing centres (shredders) that shall be fed by 2800-3000 collection and dismantling centres spread all over the country.

Even with a target-defined policy in place, it's a very common feedback from the ground that the availability of scrap is still a big issue. This lack of steel scrap has pushed a major chunk of the Indian steel industry to largely depend on the highly polluting coal-based sponge iron to be used as raw material.

By continuing the exemption on customs duty for steel scrap for a year, the government has been successful in pushing a larger problem a day beyond and providing temporal relief.

To resolve this issue permanently, the government needs to ensure that good quality scrap is being made available to India's steel plants domestically and whatever systematic infrastructure needs to be put in place on the ground is there as soon as possible (as proposed in the Steel Scrap Recycling Policy, 2019).

It would have been good to hear from the government that apart from extending the exemption of customs duty, they are also taking concrete steps to improve domestic scrap availability. That would have been much more in alignment with the vision they have laid out in the National Steel Scrap Recycling Policy 2019.

The current decision seems like a push to the on-going setting of India's partial dependence on imported steel scrap with no concrete measure on the ground to increase domestic scrap availability.

SAIL declares net profit of more than Rs 9,597 Crore in 9M FY'22

Key Highlights :

- Best ever Q3 and 9M production of hot metal, crude steel and saleable steel.
- Net profit grows by 12% in Q3FY22 over CPLY. Net profit grows to Rs. 9597 Crore during 9M FY'22 vis-à-vis Rs 406 Crore during CPLY
- Revenue from operations grows by 28% at Rs 25,245 Crore in Q3 FY'22 and 59% at Rs 72,715 Crore in 9M FY'22 over CPLY
- Borrowings stood at Rs 19,128 Crore as on 31.12.2021

The company has delivered one of its best physical performances during the quarter as well as nine months ending 31st Dec, 2021. With the overall positive outlook in the economy and the announcements in the Union Budget for increasing the infrastructure spending, the performance is likely to improve in the coming quarters. The company's focus remains to lower its borrowings and this is reflected in the reduction of about 15% over Q2.

Budget 2022: Govt revokes anti-dumping duties on certain steel products



“Certain anti-dumping and CVD on stainless steel and coated steel flat products, bars of alloy steel and high-speed steel are being revoked in larger public interest considering prevailing high prices of metals,” Finance Minister Nirmala Sitharaman said in her Budget Speech.

The government on Tuesday announced revoking of anti-dumping duties on certain steel products imported from countries including China, a move aimed at containing high prices of metals and promoting domestic manufacturing.

Countervailing duty (CVD) is also being permanently removed on imports of certain hot-rolled and cold-rolled stainless steel flat products from China.

“Certain anti-dumping and CVD on stainless steel and coated steel flat products, bars of alloy steel and high-speed steel are being revoked in larger public interest considering prevailing high prices of metals,” Finance Minister Nirmala Sitharaman said in her Budget Speech.

Engineering exporters have demanded from the government to take steps to control high steel prices. The anti-dumping duty was removed on straight length bars and rods of alloy steel, imported from China. It was imposed on October 18, 2018. A similar move was done for flat-rolled products of steel, plated or coated with an alloy of aluminium or zinc imported from China, Vietnam and Korea.

It was also revoked on high-speed steel of non-cobalt grade, imported from Brazil, China and Germany. It was slapped on September 25, 2019.

Countries initiate anti-dumping probes to determine if the domestic industry has been hurt by a surge in below-cost imports. As a counter-measure, they impose duties under the multilateral WTO regime. Anti-dumping measures are taken to ensure fair trade and provide a level-playing field to the domestic industry.

They are not a measure to restrict imports or cause an unjustified increase in the cost of products. India has initiated maximum anti-dumping cases against dumped imports from China.



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ArcelorMittal Nippon Steel India report 59 per cent increase in EBITDA



ArcelorMittalNippon Steel India (AM/NS India), a joint venture between ArcelorMittaland Nippon Steel, recorded a 58.75 per cent year-on-year increase in EBITDA

to \$435 million in the December quarter on higher realisation.

Crude steel production was 1.84 million tonnes (mt) compared to 1.88 mt in the year-ago period. Quarter-on-quarter, however, AM/NS India EBITDA of \$435 million was 21 per cent lower as compared to \$551 million primarily due to lower steel selling prices and higher costs (including coking coal and power costs), the company said.

The figures were disclosed as part of ArcelorMittal's Q42021 and FY2021 financial results; the global steel major follows a January-December fiscal year.

For the year, FY21, AM/NS India achieved record levels of production, shipments and EBITDA. It reported an EBITDA of \$2 billion compared to \$0.7 billion in FY20.

Crude steel production in FY21 at 7.4 mt was higher by 11.7 per cent and steel shipments at 6.9 mt saw an increase of 10.4 per cent.

ArcelorMittalsaid that the most significant of its JV and

associate assets is its 60 per cent equity interest in AM/NS India. ArcelorMittal's share of income in JV and associates stood at \$2.2 billion in FY21 of which AM/NS India accounted for \$0.9 billion. Its other JV and associates include Calvert, VAMA and China Oriental.

Commenting on the performance of AM/NS India, Aditya Mittal, chairman of the joint venture said, ArcelorMittal Nippon Steel India itself achieved record production, shipments and EBITDA in 2021, despite the burden of higher energy and commodity prices.

"We are getting more out of our existing operations at Hazira through debottlenecking and are on track to achieve 8.8 million tonnes capacity by the end of next year. And we are creating new capacity to support India's growth," said Mittal.

"India is a vibrant market and we remain committed to playing a strong and responsible role in helping India achieve its ambitions," he added.

An expansion of Hazira to 14.4 mt has been planned and the company said it was awaiting final environmental permitting approval. Options of expanding capacity to 18 mt at Hazira and an additional 12 mt greenfield project were being studied, it further said.

Globally, ArcelorMittal delivered a strong set of numbers in FY21 and the Q4. In Q4FY21, operating income was at \$4558 million compared to \$1998 million in Q4FY20. For FY2021, operating income stood at \$17 billion and EBITDA at \$19.4 billion.

India to double crude steel capacity upto 300 million tonnes by 2030-31



India is planning to double its steel capacity to 300 million tonnes by 2030-31, the Union Minister, Ram Chandra Prasad Singh said in a written reply in the RajyaSabha. The present annual crude steel capacity is 144 million tonne.

According to Singh, the National Steel Policy, 2017 aims to provide "conducive environment for attaining this objective by providing policy support and guidance to steel producers".

Nearly 40 per cent of the investment in manufacturing in 2020-21 has been made by steel companies. The focus is also on increasing the usage of domestically manufactured steel and import substitution with the Production-Linked Incentive (PLI) Scheme for Specialty Steel having an an outlay of Rs.6,322 crore, he said.

He further added that it has started inviting applications from investors looking to invest under the production-linked incentive (PLI) scheme for speciality steel.

The Cabinet had on July 22 approved the PLI scheme to boost production of specialty steel. The scheme was notified on October 22, and uploaded on the Ministry of Steel's website.

In a December 29 tweet, the Ministry had called for submission of applications under the PLI scheme. Last date of submission for the scheme is March 29.

"@SteelMinIndia calls for Online Registration and Application Submission under the production-linked incentive (PLI) scheme for specialty steel. Start Date: 29-Dec-2021. End Date: 29-Mar-2022," the ministry said.

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India's crude steel output grows 18% to 118 MT in 2021 – WSA



India's crude steel production rose by nearly 18 per cent to 118 million tonne (MT) in 2021, while world leader China recorded a 3 per cent decline to 1 032.8 MT, according to worldsteel

association data..

India, which is the second largest steel producing nation, had manufactured 100.3 MT steel in 2020 and China had produced 1 064.7 MT of steel in the same year, World Steel Association (worldsteel) said in its report.

"Total world crude steel production was 1,950.5 MT in 2021, a 3.7 per cent increase compared to 1 880.4 MT in 2020," the global industry body said.

According to the report, in 2021, Japan produced 96.3 MT steel as against 83.2 MT in 2020. The United States' output was at 86 MT compared to 72.7 MT a year ago.

While Russia produced 76 MT steel, South Korea produced 70.6 MT, Turkey 40.4 MT, Germany 40.1 MT, Brazil 36 MT and Iran produced 28.5 MT steel in 2021.

Out of 1,950.5 MT, the top ten steel producing countries jointly produced 1,624.8 MT, the rest came in from other steel producing member nations

Economic Survey: India sees 25% growth in steel output during Apr-Oct FY22



India's crude steel production increased 25 per cent year-on-year to 66.91 million tonne during April-October period of 2021-22, according to the Economic Survey.

India's crude steel production increased 25 per cent year-on-year to 66.91 million tonne during April-October period of 2021-22, according to the Economic Survey.

During the period, the country's output of finished steel registered a year-on-year (y-o-y) growth of 28.9 per cent to 62.37 MT, while the consumption of the same grew 25 per cent to 57.39 MT, the Survey for the ongoing financial year said.

Finance Minister Nirmala Sitharaman on Monday

presented the Economic Survey that details the state of the economy ahead of the government's Budget for the fiscal year beginning April 1, 2022.

Noting that the performance of the steel industry is pivotal for the growth of the economy, the Survey said "despite being hit by COVID-19, the steel industry has bounced back with cumulative production of crude and finished steel in 2021-22 (April-October) at 66.91 MT and 62.37 MT, an increase of 25.0 per cent and 28.9 per cent respectively over corresponding period last year."

It is important to point out that global steel production has slowed down, the Survey said adding the global steel production in November 2021 was at 143.3 MT, a 9.9 per cent decrease compared to November 2020.

With the economic recovery, the global demand for steel is slated to increase this year and the next and the trend is expected to continue the next financial year as well. This is mainly on account of the government's focus on infrastructure development including roads, railways and defence production.

The PLI scheme for specialty steel is also "well timed" to provide the necessary incentive towards investment in value added steel - a step in the direction to increase its production for internal consumption as well as exports.

Additional measures such as domestically manufactured Iron and steel products (DMI&SP) policy, quality control order covering carbon steel, alloy steel, tin plate, tin free steel and stainless steel and a research and development scheme viz. "Promotion of R&D in Iron & Steel Sector to address the technological issues faced by the sector also aim to strengthen the industry, the Survey said.

India's steel imports decline on steps to boost domestic manufacturing

Union Minister for Steel Ram Chandra Prasad Singh on Wednesday said that steel imports by India have declined in the past few years on the back of the government's measures to enhance domestic manufacturing of the commodity. According to data presented by the minister in Lok Sabha, import of steel during the current financial year, as of December stood at 3.46 million tonne. In the last financial year, imports stood at 4.75 million tonne. Steel imports of the country in FY20 was 6.77 million tonne, down from 7.84 million tonne in FY19. The minister's written reply in Lok Sabha, said that in its role as a facilitator, government has taken several steps to protect and promote the domestic steel industry, including the Domestically Manufactured Iron & Steel Products (DMI&SP) Policy for promoting procurement of made-in-

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India steel, Steel Scrap Recycling Policy to enhance the availability of domestically generated scrap.

It has also issued Steel Quality Control Order to stop manufacturing and import of non-standardised steel and come up with Steel Import Monitoring System (SIMS) for advanced registration of steel imports. Centre has also rolled out the Production-Linked Incentive (PLI) Scheme for specialty steel with an outlay of Rs. 6,322crores.

Steel prices to remain stable over next few weeks: TV Narendran, CEO, Tata Steel



The government's continued thrust on infrastructure development augurs well for steel making companies, especially for Tata Steel, which recently added production capacity through the acquisition of NINL. TV

Narendran, Managing Director

and CEO, Tata Steel, talks about steel demand, raw material cost pressure and the reason behind acquiring NINL.

Steel prices have changed significantly. Costs have also risen significantly but the hike in steel price has more than offset the increase in costs. Compared to the previous quarter, the domestic demand growth was strong but international markets like south east Asian markets weakened. Consequently, a lot of volume of exports markets was diverted to Indian markets, not just by us but by our peers as well. So, there was some pressure on volumes in Q3, and in November and December prices started dropping particularly for flat products. We have concluded negotiations for auto contracts in India.

Overall demand has improved in India but not to the level expected. Asian prices were a bit soft but that has changed now. Europe has been steady. Semiconductor supplies are getting better. Production has been strong across geographies but sales were a bit weaker due to market conditions. The inventory build-up we had in Q3 will be taken care of in Q4.

While responding to overall demand, he further added that the demand is already at pre-Covid level. In fact, if you see the steel production in India, we are currently at 30 million tonne (mt) a quarter, which is 120 mt a year. And if I allow for exports, we are pretty much at pre-Covid, wherein we were producing 104 mt steel. We have actually recovered quite well.

Focus on infrastructure is great which means more money

will be spent on building that infra which creates jobs in construction, which also means putting more money in people's hands thereby boosting consumption. Secondly, it creates construction activity which is good for steel demand. Thirdly, the cost outside the factory gate dilutes our competitiveness. As infrastructure rises, those costs will get addressed as well.

After two months' resistance, steel prices rise again in Feb on cost push

After a pushback in December and January, steel prices are on the rise again. Both flat and long product prices have seen an increase over the last one month. According to market data sources, prices of hot rolled coil – a benchmark for flat steel stood at Rs 66,500-67,500 a tonne in February ex-Mumbai, compared to Rs 64,500-65,650 at the end of January. The increase in long products is more; prices of rebars by secondary producers stood at Rs 56,300 a tonne in February compared to Rs 52,400 at the end of January.

JSW Steel's JV company to sell Raipur steel plant to subsidiary for Rs 450 crore



JSW Ispat Special Products Limited, a joint venture between JSW Steeland private equity firm AION, said on February 16 its board has approved a proposal to sell its Raipur steel plant and certain other assets to a wholly-owned subsidiary via a slump sale of Rs 450 crore.

The sale process first entails the acquisition of Mivaan Steels Limited to make it a wholly-owned subsidiary of the company, after which the Raipur plant will be transferred to Mivaan Steels, JSW Ispat Special Products, formerly known as Monnet Ispat and Energy Limited, said in a statement.

The manufacturing facilities at Raipur comprises a sponge iron manufacturing plant with a capacity of 0.3 MTPA (million tonnes per annum), a ferro alloy plant and a steel manufacturing plant with a capacity of 0.25 MTPA. The sale is subject to approval by the National Company Law Tribunal (NCLT) in Chhattisgarh, according

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We are happy to inform you 11th edition of this convention will be held on 4th March 2022 on Zoom Platform. This year's convention will also be accompanied by an Expo, showcasing the latest technologies and products which will continue till 11th March.

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The event will be not only covered in the forthcoming edition of 'Steelworld' magazine, it will be pushed and promoted on our various digital platforms like Website, Whatsapp, Facebook, LinkedIn, YouTube etc.

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to the statement.

With this transaction "...the Company will be able to focus on special steel products and explore and develop markets for its special steel products. Accordingly, with a view to inter-alia achieve dedicated management focus on their respective grades of products and customer segments, facilitate strategic opportunities (including fund raising prospects), maximize value, increase efficiencies and enhance administrative control, the Company proposes to transfer the Specified Undertaking to the Transferee Company upon it becoming a wholly owned subsidiary of the Company," the statement added.

Trade Unions & Peoples continue to oppose privatisation of Visakhapatnam Steel Plant



Representatives of ESF, ERS and Safety Departments of Visakhapatnam Steel Plant (VSP) and trade unions participated in the 370th day of the relay fast, being organised under the aegis of the VisakhaUkkuParirakshanaPorta Committee (VUPPC), at the Steel Plant arch at Kurmannapalem, in Visakhapatnam on Wednesday.

Addressing the gathering, VUPPC leaders Y. T. Das, D. Adinarayana and BodduPydiraju called for further strengthening of the agitation, being organised against privatisation of VSP. They hoped the people would teach a lesson to the BJP government, which, they alleged, was depriving workers of their rights through the sale of Public Sector Undertakings (PSUs). The attack on PSUs and public assets was increasing day by day and the general public should be made aware of the trend.

They felt that the VSP agitation, which has already completed a year, was the right platform to oppose the anti-worker policies of the Centre and to take forward the movement for protection of the public sector.

Gangadhar, M. N. Reddy, G. Srinivas, Suribabu, BonjuBabu, KannaRao, Durga Prasad, M. Ramakrishna, Kotaiah, Neelakantam, Ganesh and Pentayya were among those

who participated in the relay fast.

Meanwhile, the relay fast being organised on the banner of All Trade Unions and People's Organisations at the Gandhi statue, near GVMC, against the decision of the Modi government to privatise VSP, completed 321 days on Wednesday.

Representatives of AIDWA and various people's organisations participated in the fast. Addressing the gathering, AIDWA city president B. Padma and secretary Y. Satyavathi recalled the sacrifice of 32 persons, who had laid down their lives in the agitation seeking establishment of the steel plant in Visakhapatnam, sacrifice of 16,500 people, who gave 22,000 acres of land for establishment of the plant.

The steel plant, which was set up after several sacrifices, should be saved from privatisation. The AIDWA leaders called upon the people to teach the BJP government a lesson and save the PSU s.

AIDWA leaders BottaEswaramma, A. Pushpa, K. Anuradha, K. Kumari, D. Kondamma, K. Venu, G. Lakshmi, Kameswari, Mangaveni and Sharada were among those who participated.

Shipment of steel through the Indo Bangladesh Protocol Route flagged off



Union Minister of Ports, Shipping & Waterways and AYUSH SarbanandaSonowal, on Wednesday flagged off the maiden voyage of barges with a consignment of 1798 MT of finished steel products of Tata Steel Limited from Haldia to Pandu (in Assam) through the Indo-Bangladesh Protocol Route (IBP Route).

This maiden voyage showcases multimodal movement of cargo along with harnessing of the power of river – sea combination, a ministry of ports statement said: The consignment of steel products of Tata Steel Ltd. has arrived at Haldia Dock Complex through the Railway mode; loaded onto barges at berth no. 11 operated by TMILL who have organized movement of the cargo and loading at their berth. Ocean Whale Services will operate the barges for the voyage.

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Sundram Fasteners Limited's standalone Net Profit stood at Rs103.34 crores for the quarter ended December 31, 2021



Sundram Fasteners Limited announced its revenue from operations was at Rs 1,024.25 crores for the quarter ended December 31, 2021 as against Rs 942.20 crores during the same period in the previous year, registering a growth of 8.7%.

The domestic sales for the quarter ended December 31, 2021 were at Rs. 658.37 crores as against Rs. 637.01 crores during the previous year, an increase of 3.4%.

The export sales for the quarter ended December 31, 2021 were at Rs. 335.95 crores as against Rs. 277.20 crores, posting an increase of 21.2%. The Company continues to post a robust growth in export sales.

The EBITDA for the quarter ended December 31, 2021 was at Rs. 180.02 crores as against Rs. 205.86 crores. The Company has posted EBITDA % on revenue from operations at 17.6% as against 21.9% during the same period in the previous year.

The increase in commodity prices, as well as the costs of logistics and other inputs had a significant impact on the margins, which was mitigated through cost reduction measures and price support from the customers.

The finance cost comprising of interest cost of Rs.3.13 crores and exchange loss of Rs.0.10 crores for the quarter ended December 31, 2021, was at Rs. 3.23 crores. The finance cost for the corresponding quarter in the previous year comprised of interest cost of Rs.4.94 crores and exchange gain of Rs.(2.16) crores which thus amounted to Rs. 2.78 crores. The Company has been able to contain the interest cost due to efficient working capital management and reduction in average borrowings.

The Profit before Tax (PBT) for the quarter ended December 31, 2021 was at Rs.138.48 crores as against Rs. 166.00 crores during the same period in the previous year.

The net profit for the quarter ended December 31, 2021 was at Rs 103.34 crores as against net profit of Rs. 124.24 Crores during the same period in the previous year.

Earnings per share for the quarter ended December 31, 2021 amounted to Rs. 4.91 and was Rs. 5.91 in the corresponding period last year.

Consolidated Financials

The Company's consolidated revenue from operations posted for the quarter ended December 31, 2021 was at Rs 1,207.53 crores as against Rs 1,108.69 Crores during the same period in the previous year.

The consolidated net profit for the quarter ended December 31, 2021 was at Rs 110.00 crores as against net profit of Rs. 143.70 Crores during the same period in the previous year.

The consolidated earnings per share (EPS) for the quarter ended December 31, 2021 amounted to Rs. 5.15 and was Rs. 6.79 in the corresponding period last year.

Highlights: Nine months period ended December 31, 2021: FY 2021-2022

Standalone Financials

The revenue from operations was at Rs 3,026.13 crores for the nine months period ended December 31, 2021 as against Rs 1,985.78 crores during the same period in the previous year, a significant increase of 52.4%.

The net profit for the nine months period ended December 31, 2021 was at Rs 336.05 crores as against net profit of Rs. 198.12 Crores during the same period in the previous year.

Consolidated Financials

The Company's consolidated revenue from operations posted for the nine months period ended December 31, 2021 was at Rs 3,562.22 crores as against Rs 2,371.19 Crores during the same period in the previous year, recording a growth of 50.2%

The consolidated net profit for the nine months period ended December 31, 2021 was at Rs 354.40 crores as against net profit of Rs. 221.91 Crores during the same period in the previous year.

Dividend

The Board at its meeting held today, declared an interim dividend of

Rs6.45 per share (645%) for the financial year ending March 31, 2022 and the same will be paid to the members / beneficial owners, whose name appear in the register of members / register of beneficial owners maintained by the Depositories as on the Record Date i.e. February 22, 2022.

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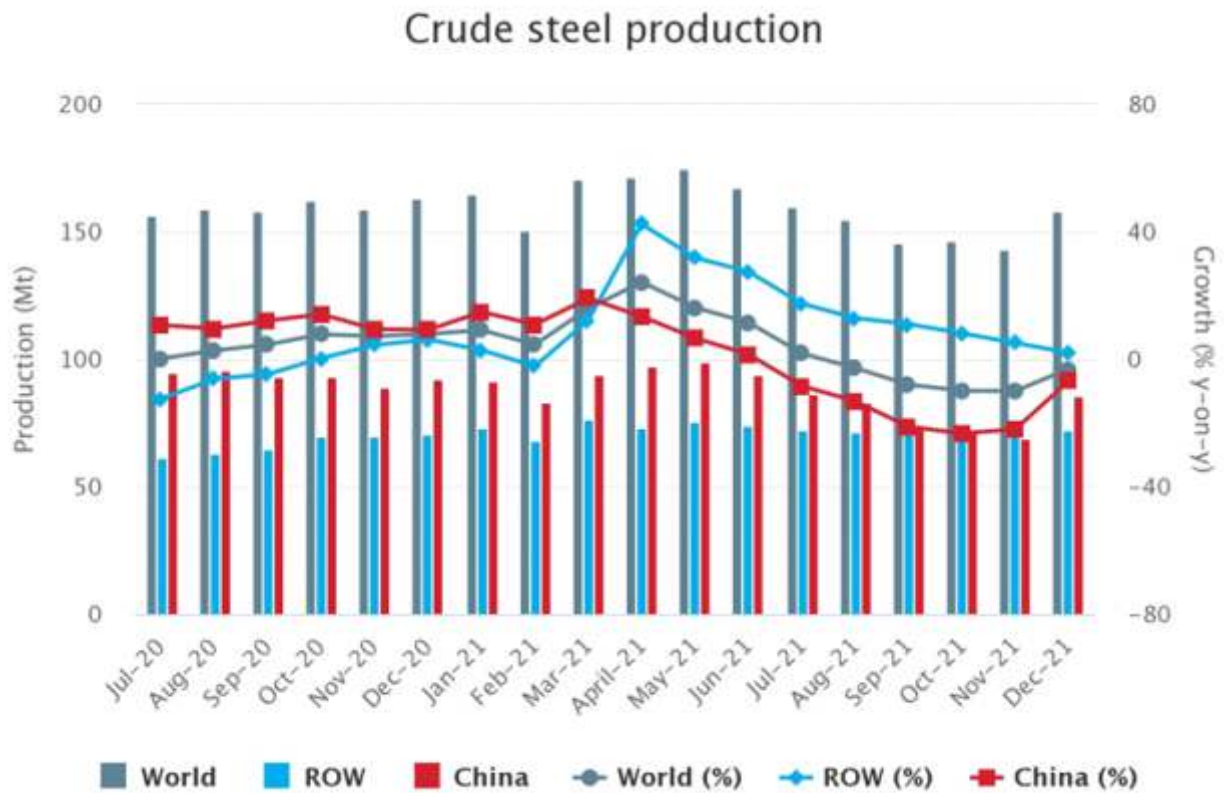
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Global steel production up marginally in 2021 despite decline in Chinese output



worldsteel.org

Global crude steel production, based on the output in 64 countries that report to the World Steel Association (worldsteel), increased 3.6 per cent in 2021 to 1,191.9 million tonnes (mt) compared with a 0.9 per cent output drop in 2020.

In 2020, global crude steel production declined to 1,864.0 mt from 1,880.92 mt in 2019.

The increase in global production is despite a drop in Chinese production last year, while India continued to hold on to its position as the second-largest crude steel producer.

Table 2. Top 10 steel-producing countries

	Dec 2021 (Mt)	% change Dec 21/20	Jan-Dec 2021 (Mt)	% change Jan-Dec 21/20
China	86.2	-6.8	1,032.8	-3.0
India	10.4	0.9	118.1	17.8
Japan	7.9	5.4	96.3	14.9
United States	7.2	11.9	86.0	18.3
Russia	6.6 e	0.0	76.0	6.1
South Korea	6.0	1.1	70.6	5.2
Turkey	3.3	-2.3	40.4	12.7
Germany	3.1	0.1	40.1	12.3
Brazil	2.6	-11.4	36.0	14.7
Iran	2.8 e	15.1	28.5	-1.8



Statistics

	million tonnes		million tonnes	
	December 2021	% change Dec-21/20	Jan - Dec 2021	% change Jan - Dec 21/20
Africa	1.2	-9.6	16.0	26.7
Asia and Oceania	116.1	-4.4	1,382.0	0.6
CIS	8.9	-3.0	105.6	5.6
EU (27)	11.1	-1.4	152.5	15.4
Europe, Other	4.3	-0.8	51.2	11.6
Middle East	3.9	22.1	41.2	1.2
North America	9.7	7.5	117.8	16.6
South America	3.5	-8.7	45.6	17.8
Total 64 countries	158.7	-3.0	1,911.9	3.6

Crude steel production by region Africa produced 1.2 Mt in December 2021, down 9.6% on December 2020. Asia and Oceania produced 116.1 Mt, down 4.4%. The CIS produced 8.9 Mt, down 3.0%. The EU (27) produced 11.1 Mt, down 1.4%. Europe, Other produced 4.3 Mt, down 0.8%. The Middle East produced 3.9 Mt, up 22.1%. North America produced 9.7 Mt, up 7.5%. South America produced 3.5 Mt, down 8.7%.

In its latest data, worldsteel said crude steel production dropped three per cent in December compared with the same month a year ago to 157.8 mt, with China, Turkey and Brazil being the main drags.

China has been a major spoilsport in keeping crude steel output on leash in 2021. Beijing saw its production drop for the sixth consecutive month, though the 6.8 per cent output decline was a sign of things returning near normalcy compared with the 22 per cent dip seen in November and 23.8 per cent in October. Chinese steel production recovery is reflected in the steel prices that have gained nearly three per cent since the beginning of this year.

Other commodities related to the steel sector, such as iron ore and coking coal, have also gained handsomely since the beginning of 2021. Iron ore for March delivery on Dalian Commodity Exchange was quoted at 780 yuan (\$122.8) a tonne, up 14 per cent year-to-date, while coking coal, which has gained about 30 per cent, on the same exchange for delivery in March was ruling at 2,349 yuan (\$370.5) a tonne.

Automobile Statistics

Passenger vehicle sales dip 8% YoY to 2,54,287 units in Jan: SIAM

India's passenger vehicle wholesales for January 2022 declined by 8.05 percent to 2,54,287 units as per the recent data from SIAM. Passenger vehicle sales in January 2021 stood at 2,76,554 units.

Automobile wholesales in January 2022 fell 18.8% to 1,406,672 units as compared to 1,733,276 recorded in the same month last year. Overall wholesales for the month comprise passenger vehicles, three-wheelers, two-wheelers, and quadricycles.

As per the latest data by the Society of Indian Automobile Manufacturers (SIAM), two-wheeler sales fell 19.38 percent to 14,82,483 units as against 18,39,046 units sold during the same time last year.

Three-wheeler sales also dipped 7.11 percent to 67,938 in January 2022 from 63,423 in the same period last year. Total passenger vehicle exports, however, increased 9.6

percent to 40,787 in the month from 37,187 units in the same duration last year. The production increased 2.1 percent to 3,03,834 units from 3,10,334 units in the same month last year.

In the October-December period of this fiscal year, passenger vehicle sales declined 15 percent to 7,61,124 units from 8,97,908 units in the year-ago period.

Two-wheeler sales during the December quarter dropped 25 percent to 35,98,299 units as compared to 47,82,110 units in the same period a year ago.

However, commercial vehicle sales saw a marginal increase at 1,94,712 units in the quarter under review against 1,93,034 units in October-December 2020. Vehicle sales across categories during the third quarter declined year-on-year by 22 percent to 46,36,549 units from 59,46,283 units.



<i>SIAM</i>						
Segment wise Comparative Production, Domestic Sales & Exports data for the month of January 2022						
Category Segment/Subsegment	Production		Domestic Sales		Exports	
	January		January		January	
	2021	2022	2021	2022	2021	2022
Passenger Vehicles (PVs)*						
Passenger Cars	173,463	158,891	153,244	126,693	24,991	25,226
Utility Vehicles (UVs)	118,418	140,636	111,494	116,962	12,064	15,511
Vans	11,953	10,807	11,816	10,632	132	50
Total Passenger Vehicles (PVs)	303,834	310,334	276,554	254,287	37,187	40,787
Three Wheelers						
Passenger Carrier	52,789	60,281	17,284	17,948	39,918	37,910
Goods Carrier	10,634	7,657	9,510	6,143	741	1,241
Total Three Wheelers	63,423	67,938	26,794	24,091	40,659	39,151
Two Wheelers						
Scooter/ Scooterette	486,042	371,283	454,556	348,704	25,595	33,369
Motorcycle/Step-Throughs	1,290,451	1,068,887	916,365	743,804	358,784	341,453
Mopeds	62,553	42,313	59,007	35,785	480	144
Total Two Wheelers	1,839,046	1,482,483	1,429,928	1,128,293	384,859	374,966
Quadricycle	407	54	-	1	372	49
Grand Total of All Categories	2,206,710	1,860,809	1,733,276	1,406,672	463,077	454,953

* BMW, Mercedes, Tata Motors and Volvo Auto data is not available
Society of Indian Automobile Manufacturers (11/2/2022)

<i>SIAM</i>						
Summary Report: Cumulative Production, Domestic Sales & Exports data for the period of April - January 2022						
Category Segment/Subsegment	Production		Domestic Sales		Exports	
	April-January		April-January		April-January	
	2020-21	2021-22	2020-21	2021-22	2020-21	2021-22
Passenger Vehicles (PVs)*						
Passenger Cars	1,352,405	1,466,936	1,181,345	1,156,458	215,583	300,954
Utility Vehicles (UVs)	875,312	1,322,918	788,601	1,152,968	111,765	162,199
Vans	82,092	95,270	84,482	93,699	1,009	1,671
Total Passenger Vehicles (PVs)	2,309,809	2,885,124	2,054,428	2,403,125	328,357	464,824
Three Wheelers						
Passenger Carrier	400,119	552,872	95,018	141,227	308,043	416,498
Goods Carrier	69,990	69,208	64,462	60,641	4,010	8,700
Total Three Wheelers	470,109	622,080	159,480	201,868	312,053	425,198
Two Wheelers						
Scooter/ Scooterette	3,544,265	3,579,010	3,559,086	3,304,857	175,250	303,658
Motorcycle/Step-Throughs	10,473,098	10,756,558	8,116,912	7,539,698	2,379,699	3,403,822
Mopeds	522,420	400,167	521,114	399,653	7,019	8,608
Total Two Wheelers	14,539,783	14,735,735	12,197,112	11,244,208	2,561,968	3,716,088
Quadricycle	2,707	3,898	-27	65	2,629	4,188
Grand Total of All Categories	17,322,408	18,246,837	14,410,993	13,849,266	3,205,007	4,610,298

* BMW, Mercedes, Volvo Auto data is not available and Tata Motors data is available for Apr-Dec only
Society of Indian Automobile Manufacturers (11/2/2022)

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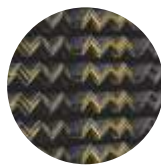
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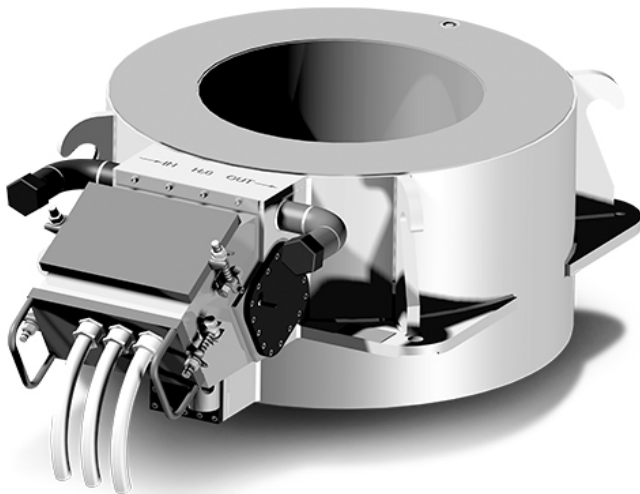
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- No-Fe caster Stirrers
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- Powder Thickness Control based on ultrasonic, laser line or induction sensors
- Automatic Mould Powder Feeders (MPF)
- Vibrational & Optical Slag Detectors (VSD & OSD) for ladle-tundish
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