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President
(Indian Stainless Steel Development Association)

Sundeep Rao
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Editorial Desk

D. A. Chandekar
Editor

Dear Readers,

Till last month, both price and demand curves were heading north and the iron and steel industry was very happily sailing ahead. Suddenly winds changed their direction. Black clouds started gathering and the whole industry sentiment changed. What really happened ? Why this unexpected dive? Lets analyse.

It is a welknown theory that a rising price curve will not interfere in the demand curve up to a certain level but after that demand curve is not able to carry the price weight on its shoulders and still climb up. It starts falling. I do agree that the rising raw material prices have pushed the finished steel prices up but now I think it has crossed the limit and reached the threshold. The demand can no more carry its burden.

I can also see another reason. To improve the yearly performance and to achieve the targets, steel mills must have done a record dispatch in the month of March. Thus there is a lot of material in the market which has naturally reduced the appetite. This is a yearly phenomenon and every year the month of April is usually dull.

The third reason being the Ukraine-Russia war which has disrupted logistic chain at many places. This has influenced the movement of raw materials as well as the finished steel in many sea routes. Today the availability of ships and containers is also an issue. This has increased the freight charges which again has a depressing effect on the demand.

The last reason is of course China. As we all know, China is the single country producing and consuming around half of the world's steel. Any shift in Chinese market is sure to have a multiplying effect on the world. Today, there is a re-occurrence of Covid pandemic in China. Many cities are under lockdown and this has also affected steel production and the consumption in China, in tern affecting the global steel industry dynamics.

What lies next ? I think the inventory in the market will get cleared in a month or two and its negative effect on the demand will get neutralized. What is more worrisome is the raw material prices and logistics. Firstly, the war between Ukraine and Russia is showing no signs of stoppage. Even if the war is being fought between two countries, many countries, lobbies are helping these war bound countries and indirectly fueling the crisis and prolonging the war. There is a possibility that few other countries may jump into the war. If this happens, the war may continue for a longer time. Lastly, even if the war stops tomorrow, it is foolish to expect the raw material price correction to happen instantly. It will take at least 4 to 5 months to secure and restore the production facilities. Logistic disruptions too need to be worked on and this is going to eat some more time.

Finally I feel it will take around six months for the industry to normalize after the war is stopped. Friends, be prepared for an extended challenging period !

Write your comments :
https://steelworldblog.wordpress.com/

Content

Face to Face

Dr Anil Dhawan
Executive Director
(Alloy Steel Producers Association)

K K Pahuja
President
(Indian Stainless Steel Development Association)

Sundeep Rao
Technical Director
(Sohar Steel Group)

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News Round Up

Statistics

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19th IRON & STEEL SUMMIT & EXPO

13th May, 2022
Conference Program

Affect of Russia - Ukraine War on Asian Steel Sector

The conference included panel discussion followed by 3 Business Sessions.

Panel Discussion Topic was "Effect of Russia Ukraine war on Asian Steel Sector."

V R Sharma – MD(Jindal Steel and Power Ltd) In the inaugural session he said that the Russia Ukraine war may last for 6 months to 1 year or so. During this period we should adopt the theory of less consumption. We have to find our own solutions.

Traders also stock the steel quantity which they can sell. Threat of nuclear weapon use

has receded. Crude price should be around 70 -75 $/barrel. The steel prices should stabilise at 600 – 650 $/MT.

Views of different speakers on this topic are presented below –

Dr Anil Dhawan – Executive Director (Alloy Steel Producers Association)

He observed that in the past 3-4 years various changes have occurred in the steel sector. Pig iron and semi

finished steel products exports are affected due to war. India is affected due to war since, it is the second largest steel producer in the world and it is closer to Russia. India should enter the markets which are affected by the war. Threat to the steel sector is eminent. Russia and Ukraine have pushed the steel products in the markets at low prices. At the end of war the world may get divided into 3 blocks viz, Russian, Ukraine and the rest of the world. However, overall steel production will not come down. India has good opportunity in all sectors of steel. Though Indian steel production is much smaller than china, for the rest of the world India is a force to reckon with. India has good opportunity in the commodity steel business especially stainless steel and HR Coils. Steel prices have gone up due to disruption in the supply.

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.

GOI should discuss with EU for steel quota issue. EU should increase the quota for buying the Indian steel. India is exporting lot of alloy steels.

EU imports of steel from Russia and Ukraine are cut off. Energy is available in these countries easily and cheaply. UAE is becoming a place to route the steel products.

Auto and Defence sectors consume about 90% of steel. Shortage of chips will affect auto production. The chips' production requires Neon, (an inert gas) which is produced by Ukraine. There will also be a demographic shift. Russia and Ukraine will import steel to rebuild their infrastructure and economy.

China has started buying coal from Australia. Iron ore prices have come down from 160 $/MT to ~ 127 $/MT. Exports of Pig iron to U S have shot up and prices have gone up by 1000 $/MT. Oil balance will be there with some demographic

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shift.

There will be a demographic shift in oil/gas/steel trade. Some of the oil fields in Russia are closer to Europe and some are closer to China. The Western countries have pulled out from Russia in oil exploration business. Hence, oil production in Russia will come down. Russia can lay a pipeline to supply in the East, but it will take some time. About 20 to 40% of oil/gas supply from Russia is off line which is not good.

K K Pahuja – President (Indian Stainless Steel Development Association)

As a result of war, exports of 40-45 MMT will be cut off

from Ukraine and Russia. Import of stainless steels by these countries has decreased. India should concentrate on crude supply security. Since, Finland and Sweden have decided to join NATO, this development will have a bad effect. Another spike in crude oil price can take place.

Russia and Ukraine produce 100 MMT of steel but their steel plants are devastated so, the global steel supply has come down.

Chinese steel prices are higher and it is not dumping steel. Hence, India stands to benefit. If there is a slowdown in China, the steel scenario will change.

Russia – Ukraine war can prolong to 6 months to 1 year period and hence India should think as to how to manage without the war ridden countries.

The steel from Russia will find a way out to world markets. India has an advantage of buying steel from Russia in Rupee payment basis.

An export opportunity for India – U S is a big importer of steel. India should continue its capacity building program. Opening up of black sea will help Russia to supply cheap steel. Ukraine will need steel for next 5 years to rebuild its infrastructure. Ukraine has huge resources of Lithium also.

Geopolitical realignments may occur post war. However, India is a multi aligned nation and it can do the business with every other nation. Indian steel industry can bounce back strongly post war. Indian market is very lucrative for leaders of various countries due to its large population.

The U S policy is to disengage from other nations. It is pulling out of free trade. The countries are becoming nationalistic.

Our trades with other countries are smaller. Indonesia has replaced India as a second largest stainless steel producer because China has set up a stainless steel making capacity in Indonesia. The Chinese companies have acquired Chrome and Nickel resources in Indonesia.

Sundeep Rao – Technical Director (Sohar Steel Group)

He observed that Gulf countries and North Africa

have spent less on steel use as the oil prices were low in last 2 years or so. Due to war Steel prices in GCC region have gone up and range from 600 to 900 $/MT. In Europe steel price surge has taken place. In Asia the steel prices surged and are now stabilised. China has stopped importing steel from Russia in the last few months. It is in trouble because of COVID. Europe is not ready to buy steel from Russia due to sanctions problem. Turkey, which is a big player in the scrap trade could not pass on the price rise to its customers. It has no new orders for scrap supply for some time now.

Due to rising crude prices there will be an effect on the steel market. There will be increased spending by Gulf and hence the markets will get support. Saudi Arabia and Oman can provide help to the market by starting new projects which consume steel.

Shipping costs have also gone up. Metal prices have also gone up. Europe is trying to decrease its dependence on Russia and Ukraine for its energy requirements (Gas/Oil).

India has not cut off its crude purchase from Russia. India should diversify its energy sourcing needs.

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India's Steel demand to grow around 10% in 2022: Moody's

Steel is critical to continued economic development and the backbone of the sustainable initiatives.

Boosted by higher spends on infrastructure and gradual revival of the automotive sector, India's steel demand growth will be the highest in 2022 at as per the World Steel Association (WSA) recent report.

The demand for steel is expected to grow by around 10% through 2022 amid the government's continued focus on the construction of roads, railways, ports and airports, according to Moody's Investors Service.

On the trade front, as per the Moody's report, India's steel exports will continue to remain strong in the coming months as higher prices and regional demand motivate steelmakers to divert part of their production to exports.

Input costs have been on an upswing owing to the Russia-Ukraine war & companies have been wary of the higher raw material costs gnawing into their margins. Steel prices have been no stranger to this phenomenon. The prices of iron ore and coking coal, two key components of producing steel in the commonly-used basic oxygen furnace (BOF) method, have surged recently and are expected to stay elevated as the conflict further tightens supply.

Moody's has opined that steel makers with higher self-sufficiency in raw materials are currently better positioned. For example, Tata Steel & JSW Steel have either complete or high self-sufficiency in iron ore for their Indian operations. These two companies are more shielded from these risks given their backward integration into the production of key steelmaking inputs, it said.

Tata Steel remains exposed to volatility in its Europe and

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Southeast Asia operations, which are not backward integrated. In Europe, structural improvements in its manufacturing processes and plant upgrades have helped streamline some costs but the lack of backward integration and volatile input and end-product prices will remain a key sensitivity, as per the ratings agency.

JSW Steel has 13 mining licenses, with estimated resources of 1,351 million tonnes of iron ore deposits in Karnataka and Odisha. This will help the company meet close to half of its iron ore requirements for its Indian operations.

While elevated steel prices support revenue for steelmakers in the region, the surge in raw material costs will offset the benefit and lower their margins and earnings, Moody's said.

Moody's expects the strongest demand for steel in the APAC region to come from India, followed by Korea, Japan & China.

The domestic demand for steel in India has remained weak with auto sales still remaining weak (at April 2017 levels) and infra demand only on a requirement basis, analysts point out. The lingering semiconductor shortage remains a deterrent to car sales.

The breaking out of the Russia-Ukraine war meant that the supply of steel to Europe from the two countries saw a disruption. Along with being major suppliers of the commodity to the region, Russia and Ukraine were also the second and the ninth largest exporters, respectively, to the world in 2020, as per data from the World Steel Association. And as such, the prices of steel have also remained elevated.

In this scenario, players from the Asia-Pacific region have stepped in to meet the rising demand which will be reflected in their revenues. While China was the top steel exporting nation in 2020, India stood at the 8th position as its exports form 4% of the total global exports.

The Role of Secondary Steel Sector in achieving$5 trillion economy by 2024

All India Induction Furnaces Association (AIIFA) being the premier steel industry association of Electric Induction Furnaces in the world represents a major section of steel units, producing steel through this route.

The role of AIIFA is to act as a bridge between the Government and the industry for driving various schemes, participating in the Government's research programs and ensuring capacity enhancement of its units.

It also play a vital role to bring various issues of the industry with various related Ministries and concerned Departments and also create awareness of programs and policies of Central/State Government among the members of the association so that their knowledge could be enriched and also could help to adopt latest route of steel making/processing (EIF-Continuous Casting of Steel-Direct Rolling of Hot Billets into finished products) for production of quality steel and also for mitigation of GHG emission.

The Association also work hard to enhance the capacity of the industry to compete in the Global Market. The association brings out monthly newsletter featuring important news on iron and steel industry and custom and excises to related notification/circulars etc.

Recently AIIFA's 34th National Conference was successfully concluded in Delhi. The iron and steel sector are a strategically important sector for the developing economy of India as it contributes 2% to the overall national GDP.

AIIFA 34th national conference highlighted the disruptive and cutting-edge technological innovations in the steel and associated sector which can bring in a big transformation in the operational efficiency, cost-effectiveness and take the whole steel making process to the next level by Electrical route. The idea was to bring forth the innovations which can be co- opted and adopted rather than getting reinvented with intent to channelize the available

resources for researching, innovating and achieving the NEW & the NEXT.

The steel industry in India is going through a massive transformation. The concept of stand-alone

induction furnace units and stand-alone steel re-rolling mill are slowly disappearing and the different sectors are slowly moving towards a common umbrella. The issues and road-blocks are mostly common to all sub-sectors. For a sustainable future of the steel producing fraternity through electrical route, it is thus important that these sub-sectors come forward and jointly work hand in hand with the Government.

Overall, it was a unique platform created for strengthening the secondary steel sector and increasing its importance in the country's economy as well as to meet out the global competitiveness. The conferencewas supported by JPC, SRTMI, NISST, JSW steel and all leading associations across the country which shows the unity of Indian Steel Industry to work together to bring steel sector at new heights.

Around 300dignitaries from steel industry especially from public sector units, Central Government officials, R&D Institutions related to steel and steel products, rolling mill industries, sponge iron/ DRI producers, Ferro alloys producers, JPC, NISST, SRTMI and other eminent organization/Associations including members of AIIFA from various parts of the country had join this event.

The conference was unique in terms of its stature; its vast reach; the industry representations; topics covered and effort to build a road-map for the new India.

AIIFA's 34th National Conference was designed under the pertinent theme of "The Role of Secondary Steel Sector in achieving $5 trillion economy by 2024 and Government initiatives and support in this context". The strong efforts made by the organizers aimed at bringing the entire steel sector under a common umbrella; making consolidated efforts to resolve the critical issues; strengthening the sectoral presence and importance and building foundations for a sustainable future.

The Indian steel industry is structured in between three broad categories based on route wise production viz. BF-BOF, EAF and IF. BF-BOF route producers have large integrated steel making facilities which utilize iron ore and coking coal for production

of steel. Unlike other large steel producers, the Indian steel industry is also characterized by the presence of a large number of small and medium steel producers who utilize sponge iron, melting scrap and non-coking coal (EAF/IF route) for steelmaking. There are 285 sponge iron producers that use iron ore/ pellets and non-coking coal/gas providing feedstock for steel production; 39 electric arc furnaces & 858 induction furnaces that use sponge iron and/or melting scrap to produce semi-finished steel and 1020 re-rollers that rolls out semi-finished steel into finished steel products for consumer end use.

The world has seen a massive transformation in he past years due to the COVID 19 pandemic. Lives and livelihoods have been affected tremendously cross the globe. The industrial sector has been hit hard and impacts may take years for recovery. The steel sector in India was no exception. While the large-scale industries managed tooptimize their resources, the secondary steel sector saw significant losses in terms of productivity and utilization. In addition, the global rise in the fuel price has shattered the industry.

Segment wise production of Secondary Steel Sector 2021-22 (Prov.)

S. No.	Type of Industry	No. of Working Units	Capacity (MT)	Production (MT) (Apr-Dec)	Capacity Utilization (%)
1	**Induction Furnace**	**833**	**49.846**	**24.73**	**49.61**
2	Electric Arc Furnace	27	11.914	7.308	61.34
3	Blast Furnace/BF	4	16.697	11.072	66.31
(1-3)	**Crude Steel**	**864**	**78.457**	**43.11**	**54.95**
4	Re-rolling	1098	68.935	30.718	44.56
5	HR Product	10	8.115	4.72	58.16
(4-5)	**Finished Steel**	**1108**	**77.05**	**35.438**	**45.99**
6	CR Product	56	12.143	4.471	36.82
7	GP/GC Sheets	16	4.376	2.102	48.03
8	Colour Coated	11	1.286	0.757	58.86
9	Tinplate	2	0.39	0.289	74.10
10	Pipes	100	9.358	2.448	26.16
(6-10)	**Value Added Steel**	**185**	**27.553**	**10.067**	**36.54**
11	Sponge Iron	292	35.844	20.452	57.06
12	Pellets	34	55.866	29.284	52.42
(11-12)	**Intermediate Raw Materials**	**326**	**91.71**	**49.736**	**54.23**
	Grand Total	**2483**			**50.35**

The secondary steel sector showed immense dedication and will power to combat the difficult situation and evolve as a winner. As the world is returning slowly back to normalcy, it is important for the sector to transform for good. The pandemic has also re-affirmed the importance of environment protection and carbon mitigation. As the sector grows, it is important for the industries to adopt environment friendly technologies and adopt a sustainable production line.

Since, it has a number of advantages such as low investment cost, land intensive as compared to integrated steel producer, agility to produce various profiles of steel within a short time span, low operating Cost, providing greater opportunity of employment in rural areas to prevent un-necessary migration of people towards Metropolitan city etc.

Only air pollution occurs and no water or noise pollution takes place in induction furnace, therefore, a special thrust is required to be given to look in to the barriers which are coming on the way for increasing the production from this sector.

Today, the Indian Steel Sector is in a position where continued positive actions in terms of investments and Government interventions bringing it to a position of global leadership yielding accelerated GDP, industrialization and massive employment opportunities.

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potential to be tapped and with flagship initiatives like Make in India which forms the key impetus for enhanced steel demand across sectors from Infrastructure, Construction, Power & Energy, Defence and Aerospace, the Indian Steel Sector is soon expected to achieve new heights In the new environment, the industry has to be steered with appropriate policy support to ensure that production of steel matches the anticipated pace of growth in consumption. Special emphasis is needed to ensure that the industry follows a sustainable path of development in respect of environmental friendliness, mineral conservation, quality of steel products, use of technology and indigenous R&D efforts to ensure that the country can, over time, reach global efficiency benchmarks to become a world leader in steel production technology, as well as in production of high-end steel.


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Steel firms' operating margin to fall by 500 bps, says Crisil

Steel firms would still 'generate healthy cash flows' as operating rates are expected to be highest in the past five fiscals at around 90%, supported by robust domestic demand and greater export opportunities.

Operating margin of domestic primary steel makers will get squeezed by around 500 basis points to 24-26% this fiscal on soaring prices of raw material, especially coking coal, rating agency Crisil said on Friday.

However, despite the moderation, their margin will remain higher than the average of 21% between FY17 and FY21, it said.

Steel firms would still 'generate healthy cash flows' as operating rates are expected to be highest in the past five fiscals at around 90%, supported by robust domestic demand and greater export opportunities.

Crisil said the prices of coking coal, which account for a third of production cost of domestic steelmakers, rose 400% to $600 per tonne within last fiscal, primarily because of delayed production ramp up in Australia, world's largest exporter of coking coal and the suspension on Russia since it invaded Ukraine in February.

"While coking coal prices have moderated to around $450-500 per tonne in April, they are expected to be higher by over 50% this fiscal on-year. We expect other costs, including that of iron ore, to remain stable. Net-net, the cost of production of domestic primary steel makers will still rise by over 20% this fiscal to the highest level in a decade," said AnkitHakhu, director, Crisil Ratings.

As against this, average domestic steel prices are not expected to rise more than 5% on-year. That is because these prices are influenced by the landed cost of imports. Currently, the discount is negligible at around 2%, compared with an average around 3% over fiscals 2019 to 2021. This limits the cushion for domestic producers to take material price hikes, Crisil said.

Further, global steel prices are not expected to rise significantly due to concerns over demand in China following a rash of Covid-19 infections leading to lockdowns there. Also, prices could even moderate if geopolitical tensions ease, given Russia is the second-largest steel exporter in the world.

In a separate note, Crisil said domestic aluminium prices, which surged to Rs 300 per kg in March 2022, are expected to gradually decline in the second half of this fiscal and average Rs 225-235 per kg for the whole fiscal, in sync with the global trend.

Coal shortage in India: Here's where the states stand amid country's worst power situation in 6 years

· In view of the shortage of coal, a dominant fuel used to generate electricity in the country, the government halted hundreds of passenger trains. Meanwhile, state-run

Coal India ramped up coal production by 27.2% in April.

Several states across the country reeled under long power cuts, as hotter-than-normal temperatures pushed the electricity demand, triggering a major power crisis.

According to a report by Reuters, electricity supply fell short of demand by 1.88 billion units, or 1.6%, during the first 27 days of April.

This electricity shortage is the worst in more than six decades and some states have faced power cuts as long as eight hours.In view of the shortage of coal, a dominant fuel used to generate electricity in the country, the government halted hundreds of passenger trains. Meanwhile, state-run Coal India ramped up coal production by 27.2% in April.

The peak in demand has been met with load shedding and planned outages by states like Andhra Pradesh, Gujarat, Maharashtra, Jharkhand, Bihar, Haryana and Uttarakhand. Since the start of April, Jharkhand has been facing an average supply shortage of 10-12%, the worst in the country, followed by Andhra Pradesh (10%), Uttarakhand (8-10%), Madhya Pradesh (6%) and Haryana (4%).

Iron-ore prices fall up to 10% amid Covid fears

Iron-ore prices globally have taken a hit and are down at least 9-10 per cent amid fears of rising Covid cases in China's capital Beijing; and that ever more areas of the nation could come under restrictions that hit its financial hub in Shanghai.

Indian prices, though, continue to be stable week-on-week, and market sources say there could be a lag impact of two to three weeks before corrections happen.

Offers for sea-borne iron ore fines of Grade 62 per cent (technically called 62% Fe fines) plunged to $135/tonne in China, down 10 per cent or $15 per cent per tonne.

The most-traded iron ore on China's Dalian Commodity Exchange for September delivery tumbled 10.7 per cent to 795 yuan ($121.36) a tonne, the lowest closing price since March 23, reports suggested.

Price Correction in India

Meanwhile, prices in India as per Odisha Mineral Corporation (OMC) auctions have seen aRs.200 –300 per tonne rise weekly.

The price of 62% Fe fines was hovering between ₹6,100 and ₹6,200 per tonne (including royalty and other charges); while the 63% Fe fines grade was at ₹6,400–6,500 per tonne (including royalty and other charges).

In India, iron ore price movements are determined by pellet and sponge iron prices. Trade sources say the price of both semi-finished products and sponge-iron were higher, which led to increase iron-ore prices here.

"So it takes two to three weeks for corrections to happen in India. The OMC or NMDC generally watch out some time before announcing price changes. So if the fall continues globally, we might see the price revisions happen soon," VR Sharma, Managing Director, Jindal Steel and Power Ltd (JSPL) told *BusinessLine*.

According to him, India does not import iron-ore fines, so there is some cushion from global price volatility. However, user industries would not like too much of a price difference (in India), especially when global prices of iron ore are lower.

"Steel demand looks stable India and share of exports from the country are increasing. There is a fit case then to reduce prices here if global iron ore prices continue their slide. So we may see a ₹500–1,000 / tonne decline in ore price here, if trends persist," Sharma added.

Price changes in India, announced by NMDC, are generally in multiples of Rs.500/tonne.

Stage set for resumption of ore exports from Karnataka

Iron ore exports from Karnataka may resume after several years as the two key agencies that have long opposed the shipments citing rising demand for the key input for steel from domestic manufacturers have relented.

As the Union steel ministry, in an affidavit to the Supreme Court, supported lifting the ban on iron ore exports from the state, the apex court on Monday asked the Karnataka government to clarify its stand by submitting its "Cabinet decision on resumption of exports from the state". The state government, which has so far opposed any exports,

said it was 'reviewing' its stand.

While reserving its judgment, a Bench led by Chief Justice Ramanna told the Karanataka government: "Please submit the cabinet decision of the state also and submit it before tomorrow. Say in yes or no. Nothing in between."

The apex court also said it will pass an order on whether miners can sell their ore through modes other than e-auction, which the court had mandated earlier. The CJI also raised concerns on how the situation would be dealt with if the ban is lifted. "Suppose we allow e-auction then who will monitor the quantity being sold, etc," he said, while hinting at appointing a committee to look into enforcement issues.

The steel ministry on Monday spelled out the central government's support for resumption of exports, saying that the government's policy favours iron ore exports and Karnataka should not be excluded from its ambit.

Additional Solicitor General KM Nataraj submitted that under the extant policy of the Union government, there is no bar on export of iron ore. He also said the issue of deficit in production of iron ore can't be raised in case of Karnataka mines only.

He urged the Supreme Court to vacate its earlier ban as rising domestic demand of steel requires availability of proportionate iron ore and the shortage can be met by lifting the district-level caps on production from the three districts of Karnataka: Bellary, Chitradurga and Tumkur.

The Karnataka miners requested the SC not to deprive them of more revenue, and the country of more foreign exchange. They contended that whatever irregularities that existed earlier had been addressed, miners have been punished and the punishments can not continue forever.

Senior counsel Dushyant Dave, appearing for miners, said, “illegalities have been removed. We are not proud of it but it can't be continued till the time immemorial”.

Senior counsel RakeshDwivedi, appearing for the Federation of Indian Mineral Industries, also sought lifting of the ban.

The Karnataka Iron and Steel Manufacturers Association told the judges that while it was not opposed to lifting the ban, exports should be carried out after meeting domestic iron ore requirements.

Stating that steel prices are at their peak in the international market, senior counsel KapilSibal, appearing for the iron and steel body, asked the SC to consider whether Indian iron ore should benefit another country instead of India's own steel industry, as up to 70% iron ore is exported to China for its steel industry.

“We are saying there should be an e-auction as it will be sold internationally at windfall profit and nothing will be brought to e-auction. The export should be allowed, but after the Indian steel industry getting access to it. They (miners) want to export because the prices are high,” he said.

Why current crisis won't derail growth : TV Narendran

In a chat with Business Standard's Arup Roychoudhury, CII President and Tata Steel CEO, TV Narendran tells why he believes that current uncertainties may not derail India's growth trajectory.

Q: What is your assessment on volatile commodity prices and disruption in supply chain?

Ans : CII toned down the growth forecast a bit with a revised estimation of 7.5 to 8% growth makes India one of the fastest growing large economies. Corporates keen to spend more capex and hire more people than they did in the past. The existing headwinds are not expected to derail the growth trajectory of India Inc.

Q: More than growth, the concern about inflation, Will corporates pass on all of their input cost increase to customers?

Ans : Some of the input cost increase will be passed on to the consumers. Many corporates exploring export markets to absorb some of the inflationary pressures. There will be margin compression, but that won't translate into losses. High commodity prices are encouraging companies in the commodity space to invest more. Govt's focus on infrastructure spending will sort out supply-chain issues. With contact sectors (like hospitality and tourism) coming back, household incomes will stabilize.

Q: Will a hit on margins due to inflation impact private-sector capex just as it is picking up?

Ans : Manufacturing sectors that announced their capex programme will continue to spend which includes mining, chemicals, electronics manufacturing, warehousing etc. Investments will continue in newer areas like climate economy and renewable energy. A lot of investment is happening in airport privatisation and ports because volumes are going up.

Q: While the employment situation is better than 2020, it is still a problem. Millions are reportedly leaving the job market, especially women. How bad do you think is the unemployment situation right now? What more can be done from the government's side and the private sector side?

Ans : Employment situation has been tough for many, like migrant workers and women.Data reveals employment in agriculture has gone up. This is because agriculture has had strong growth. While we are obsessed with education, there needs to be a greater obsession with skilling. Government should ensure more sector-specific upskilling of the workforce. Private sector should also do more towards skill development of workforce. Private sector needs to work through its contractors to drive that ecosystem. To bridge that talent gap, the private sector and the government need to work together

Rising raw material cost pushes steel prices to fresh record highs

Raw material prices had been on the rise, but since Russia waged war on Ukraine, prices surged. The surge in raw material prices prompted major steel companies to increase prices in April after two successive months of hikes.

JSW Steel, ArcelorMittal Nippon Steel India (AM/NS India), and Jindal Steel & Power (JSPL) are among the top private sector steelmakers that have increased prices of hot rolled coil (HRC) — a benchmark for flat steel — by Rs 4,000-5,000 a tonne.

JSW Steel and JSPL, which are into long products, have increased rebar prices by Rs 2,250-3,000 a tonne, respectively.

The data from SteelMint shows the price of HRC after the increase stands at Rs 79,000-79,500 a tonne for JSW Steel and AM/NS India ex-Mumbai. Revised JSW rebar prices are at Rs 73,000-73,500 a tonne ex-Mumbai and JSPL rebar at Rs 76,000-76,500 a tonne ex-Delhi. According to a SteelMint analyst, list prices have surpassed previous highs.

JSW Steel Director (commercial & marketing) JayantAcharya said the company had increased prices by 3-5 per cent across long and flat products but it was only partly covering the cost impact.

"The coking coal that we bought in April will go into the April-May production. So May-June are likely to be peak in terms of cost of production," he explained.

Raw material prices had been on the rise, but since Russia waged war on Ukraine, prices surged.

"Cost push from the raw material side is a concern and we are hoping that it will correct down. It has started correcting to some extent and it is likely to correct further over the next couple of months. That will bring the cost of steel down. But till the time there is an increase of cost in the system, which we will have to see how to navigate, some of the costs will have to be passed on," Acharya said.

Coking coal prices that had gone up to $670 a tonne have come off its highs in the past few weeks. However, industry sources pointed out prices were still high compared to a year back. Moreover, other raw material prices continued to be at high levels. Also, iron ore, the other key input material, was on an uptrend. NMDC also increased prices in April by up to Rs 200 a tonne. Steel prices started increasing from February and scaled to record levels. In the past one month, flat steel prices have increased by Rs 10,000 a tonne, said some producers. However, there could be some relief for MSMEs.

"We will continue to support MSMEs through a differential mechanism," said Acharya.

RanjanDhar, chief marketing officer of ArcelorMittal Nippon Steel India (AM/NS India), said: "We have a tie-up with the National Small Industries Corporation for delivering products for MSMEs at a preferential price. We are open to strengthening this further basis the need of MSME."

Rourkela Steel Plant wins SAIL's 'Best Integrated Steel Plant' award

Previously, the plant bagged the Energy Conservation Award in the Eastern region ENCON Award 2021 competition in November last year.

The Rourkela Steel Plant (RSP) won the 'Best Integrated Steel Plant' award as part of the SAIL Corporate Awards for Excellence - 2020/21 on Thursday. The award was presented by Soma Mondal, chairman of the Steel Authority of India Limited (SAIL).

It was received by AtanuBhowmick, director in-charge of RSP, accompanied by BR Babu, chief general manager (blast furnace) and I Rajan, chief general manager (traffic, with additional responsibility of utilities and environment), a statement read.

Congratulating RSP on winning the award, Mondal exhorted it to further enhance its all-around performance to carve out a trail of success.

Bhowmick dedicated the award to every Rourkela Steel Plant employee and said the organisation would continue its journey of excellence to become the best steel plant in India.

The award was presented by Soma Mondal, chairman of the Steel Authority of India Limited (SAIL).(Sourced.)

"Notably Rourkela Steel Plant received the award for its exceptional performance amidst one of the most challenging times - during the Covid-19 pandemic - in production, productivity, techno-economics and profitability in the last fiscal," the statement said.

Tata Steel revenue seen at Rs. 67,712 crore, PAT at Rs. 9,810 crore

Tata Steel's domestic business could report sales volume growth of 17% on a sequential basis, while its European operations could post 9% sequential growth in sales volumes. Consequently, the consolidated revenue growth is pegged at 35% over the year-ago quarter and 11% on a sequential basis.

The standalone business' profitability though could be impacted by surging coking coal costs, leading to a sequential fall in EBITDA / ton. Tata Steel's European operations could report EBITDA / tonne of US$200/tonne (EBITDA / tonne of US$182/tonne in Q3FY22).

Consolidated EBITDA could grow 17% over the year-ago quarter, while EBITDA margin is estimated at 24.6% as against 26.1% in the December 2021 quarter.

Consolidated Profit After Tax could grow 37% on a year-on-year basis.

Steel Minister dedicates to nation JSPL's 1.4 MT rebar mill at Angul plant

The ultra-modern rebar mill of 1.4 MTPA (million tonne per annum) capacity is located at JSPL's 6 MTPA plant in Angul, Odisha

Steel Minister Ram Chandra Prasad Singh on Thursday dedicated JSPL's 1.4 MTPA TMT rebar mill located at the steel unit here to the nation.

The rebar mill is one of the world's largest rebar making units and the only producer of 50 mm width TMTs in India, Jindal Steel and Power Ltd (JSPL) said in a statement.

"Union Steel Minister Ram Chandra Prasad Singh dedicated one of the world's largest 1.4 MTPA capacity rebar mill to the Nation on Thursday," JSPL said.

The ultra-modern rebar mill of 1.4 MTPA (million tonne per annum) capacity is located at JSPL's 6 MTPA plant in Angul, Odisha.

The minister also visited JSPL's 2 MTPA coal gasification plant (CGP) located within the steel unit. JSPL is the only company in India which is using coal gasification technology to produce steel at its plant in Angul.

The coal gasification plant is equipped with carbon capture technology. It captures approximately 2,000 tonnes of CO2 per day,helping reduce carbon footprint significantly, it said.

JSPL Chairman Naveen Jindal said, "We are privileged that India's largest TMT rebar mill is being dedicated to the nation. Keeping in line with our sustainability focus, we commissioned India's first CGP based DRI plant at Angul. We are aligned with the government's climate commitment at COP26 to become a carbon-neutral Nation by 2070".

JSPL Managing Director (MD) VR Sharma said JSPL can now produce 50 mm TMT rebars at the rebar mill, which is the first of its kind unit in the country. The TMT bar of 50 mm width has been developed by the research and development team of the company.

Part of OP Jindal Group, JSPL has a significant presence in the steel, power, and mining sectors, with investments worth around Rs 90,000 crore across the globe.

Tata Steel completes acquisition of SAIL's stake in S&T Mining

Tata Steel on Tuesday said that it has completed the acquisition of entire stake held by state-owned SAIL in S&T Mining.The acquisition is part of Tata Steel Group portfolio restructuring and simplification strategy.

Tata Steel had recently said that it has executed a share purchase pact with Steel Authority of India Limited (SAIL) for acquiring the latter's entire 50 per cent stake in S&T Mining Co Ltd.

On completion of the acquisition, S&T Mining has become a wholly-owned subsidiary of Tata Steel. "…the company has yesterday, i.e. April 11, 2022, completed the acquisition of the entire equity stake held by SAIL in S&T Mining," Tata Steel said in a filing to BSE.

S&T Mining, a 50:50 joint venture between Tata Steel and SAIL, was incorporated for the purpose of acquiring coal blocks, carrying out exploration, obtaining regulatory approvals and licences, development of mine, extraction and mining of coal from the identified blocks.

SAIL appoints Brijendra Pratap Singh as the Director In-Charge for Burnpur and Durgapur Steel plant

Steel Authority of India Limited (SAIL) has appointed Brijendra Pratap Singh, Executive Director as the Director In-charge (Burnpur and Durgapur Steel plant) on April 19, 2022.

Brijendra Pratap Singh has completed his B. Tech in Mining Machinery from the Indian School of Mines, Dhanbad. He started his career with SAIL at the Iron Ore

Mine of Bhilai Steel Plant in 1989.
With a rich experience spanning over 32 years, he is having diverse experience ranging from Mines, Blast Furnaces, Sinter Plant & Maintenance, and overall Plant operation from execution to leading from the front.
He contributed significantly to ramping up production from Modernisation facilities like Blast Furnace-8, Universal Rail Mill, and Bar & Rod Mill at Bhilai Steel Plant.
At Bokaro Steel Plant, he successfully implemented 3 tier Inspection & Maintenance system and executed Converter Shell changing in a record time in SMS-2.
At around 12.18 PM, SAIL was trading at Rs102.65 up by Rs0.75 or 0.74% from its previous closing of Rs101.90 on the BSE. Its scrip has touched intraday high and low of Rs103.85 and Rs100.70 respectively.

JSW steel to set up Rs 150-crore steel plant in South Kashmir; Apollo hospital to come up in Jammu

Jammu, JSW Steel Limited and Apollo Hospitals became the first major corporations to buy land in Jammu and Kashmir after the scrapping of Article 370 in 2019 to set up their units in the region. While JSW steel limited is all set to come up with its Rs 150 croreproject in south Kashmir's Pulwama district, Apollo Hospitals will set up its medicare facility in Jammu district, officials said.
"The possession of 70 kanals of land (8.75 acres) has already been handed over to JSW Steel Limited.

In Kashmir, Medi-city is coming up on 368 kanals (46 acres) in Sempora in Pulwama district as many groups have also shown equal interest to invest in the medi-city, the officials said.

The Administrative Council had approved the transfer of land measuring 750 Kanals in favour of the Industries and Commerce Department for setting up Medicity.

The operationalisation of the Medicity will bring the world-class healthcare infrastructure and facilities to the region, besides providing employment opportunities to the medical and pharma professionals, local pharmacists and vendors, SAC (State Administrative Council) had said.
Jammu and Kashmir is set to become the top investment destination in the country as it races up to various infrastructure projects and is reaching out to foreign and domestic investors through several forums and industrial summits, the officials said.

The Prime Minister said that a new story of development is being written and many private investors are interested in Jammu and Kashmir.
"For seven decades of independence, private investment of only Rs 17 thousand crore could be made in Jammu and Kashmir. But, this investment is now reaching around Rs 38,000 crore," he said.
The Jammu & Kashmir administration has worked hard to convince Dubai-based investors to explore investment possibilities in the Union Territory.

JSW gets environmental clearance for Rs 65,000 crore steel plant in Odisha

India's JSW Steel Ltd. has received environmental clearance for a planned 650 billion-rupee ($8.6 billion) steel plant in the eastern state of Odisha that's facing protests by local villagers over acquisition of the land.

Tycoon Sajjan Jindal's steel major will start work on the 13.2 million tons-a-year plant once the Odisha government hands over the land, it said in a statement Monday. The project is one of the largest in the manufacturing sector in the country and the environment ministry's approval came after it heard people's views on the plan, JSW said.

JSW is planning to set up the mill at a site that was abandoned by Posco after the South Korean company faced opposition from villagers and lack of access to raw materials. This time, too, the local people have been protesting against the plant as they fear pollution from the mill and the diversion of land away from agriculture, according to activists protesting at the location.

Resistance by locals to land acquisition has long plagued new projects in India, complicating the country's efforts to more than double its steel capacity by the turn of the decade as it races to build roads, airports and other infrastructure. The latest protests highlight the challenges India's state governments and companies face as they seek to increase capacity and rope in investment in a more environmentally and socially vigilant world.

JSW said it has set aside money for public health, social infrastructure and waste management, among others. It

also plans to spend on environmental protection, it said.

Activists are planning to challenge the environmental clearance in the National Green Tribunal, according to PrafullaSamantara, president of the non-profit Lok Shakti Abhiyan.

“This is more dangerous than Posco's project, because that was a 12 million ton steel plant,” he said by phone, adding that not only is JSW's plant bigger, it also includes a cement plant along with a thermal power plant.

“Our commitment is how to prevent this project, not only to save land but also to save the right to life of the people,” said Samantara, one of the key protestors at the site. “We will fight to the end.” –*Bloomberg*

SAIL supplies special steel for India's indigenous navy warships INS 'Udaygiri' and INS 'Surat

Steel Authority of India Limited (SAIL) has supplied 4300 Tonnes of special steel for India's indigenous navy warships INS 'Udaygiri' and INS 'Surat'. The steel supplied by SAIL comprises DMR 249A grade Plates and HR Sheets. The entire quantity of steel has been supplied from SAIL's Bokaro, Bhilai and Rourkela Steel Plants. This is in continuation to SAIL's sustained efforts to contribute substantially in India's 'AatmaNirbhar Bharat'mission and to strengthen country's efforts towards import substitution.

Earlier, SAIL had supplied special quality steel for India's various defence projects including INS Vikrant, INS Kamortaamong others.

1200-mm round blooms produced at Yonggang by Danieli Caster

Danieli and YongGang commissioned the largest round section in the world on a 18-m radius curved conticaster at Zhang Jiagang city, Jiangsu province, China.

Two of the four strands cast 1200-mm dia blooms, while the other two strands were equipped to cast 1-m diameter rounds.

Both these jumbo sizes are intended to supply the growing market for renewable energy products with low-alloy steel grades, for wind-turbine towers, gearboxes, shaft bearings, yaw drives and bearings that in the past were produced through the ingot route with much higher OpEx.

The caster is designed to produce rounds ranging from 700 to 1200 mm with a tailor-made configuration.

Based on Danieli experience collected in large round casting, the caster makes extensive use of electromagnetic stirring systems (mould, strand and final) for best internal quality with very low values of carbon segregation and central porosity, for a wide range of steel grades.

The combined application of liquid-pool control solidification and wide battery of high-force withdrawal and straightening modules ensure smooth product unbending to maximize the results for surface quality and safe, reliable operation.

In the last two years, Danieli has been awarded with three contracts for jumbo round casters in China, which will be put in operation between end of 2022 and beginning of 2023.

Passenger vehicles dispatches down 3.8%; two-wheelers up 15% in April: SIAM

The total Passenger vehicle dispatches to the dealers by manufacturers fell 3.84% in April to 251,581 units amid ongoing supply-related challenges, the Society of Indian Automobile Manufacturers (SIAM) said on Wednesday.

As per the data released by SIAM, domestic wholesales of passenger vehicles were down 3.84% from 261,633 units in April 2021. Within the passenger vehicle segment, car sales were down 20% to 112,857 units from 141,194 units in the year ago period, while sales of vans was almost flat at 11,511 units. Wholesales of utility vehicles, however, was up nearly 17% to 127,213 units from 108,871 units in April 2021.

The data showed that two-wheeler sales were up 15% to 1,148,696 units in April 2022, as against 995,115 units in the year ago period. While sales of scooters jumped 24% to 374,556 units from 301,279 units in April 2021, wholesales of motorcycles grew 10% to 735,360 units as against 667,859 units in the year-ago month.

Wholesales of three grew to 20,938 units, up from 13,856 units in April 2021.

While Commenting on April-2022 performance, Mr Rajesh Menon, Director General, SIAM said, "Sales of Passenger Vehicles is still below the April 2017 figures, while Two Wheelers are even below the April 2012 figures. Three-Wheelers are yet to reach normal levels, as sales are still less than 50% of April 2016 figures.

Manufacturers are working hard to manage the supplier ecosystem with agility and flexibility, as supply side challenges continues for the industry. Further, manufacturers are also monitoring the likely impact on demand, due to the recent hike in repo-rates, as it would increase the lending rates to the customers."

Overall, automobile wholesales across categories stood at 1,421,241 units last month, up nearly 12% from 1,270,604 in April 2021.

SIAM

Summary Report: Production, Domestic Sales & Exports data for the month of April 2022

Report I

(Number of Vehicles)

Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April		April		April	
	2021	2022	2021	2022	2021	2022
Passenger Vehicles (PVs)*						
Passenger Cars	166,546	149,320	141,194	112,857	24,744	29,451
Utility Vehicles (UVs)	127,452	146,718	108,871	127,213	17,207	16,921
Vans	11,954	11,468	11,568	11,511	66	176
Total Passenger Vehicles (PVs)	**305,952**	**307,506**	**261,633**	**251,581**	**42,017**	**46,548**
Three Wheelers						
Passenger Carrier	56,463	42,025	9,279	13,337	45,742	35,375
Goods Carrier	7,295	7,834	4,577	7,601	695	405
Total Three Wheelers	**63,758**	**49,859**	**13,856**	**20,938**	**46,437**	**35,780**
Two Wheelers						
Scooter/ Scooterettee	367,837	395,492	301,279	374,556	40,024	36,160
Motorcycle/Step-Throughs	1,099,192	1,085,543	667,859	735,360	389,511	369,273
Mopeds	38,624	35,960	25,977	38,780	1,776	6
Total Two Wheelers	**1,505,653**	**1,516,995**	**995,115**	**1,148,696**	**431,311**	**405,439**
Quadricycle	509	101	-	26	516	66
Grand Total of All Categories	**1,875,872**	**1,874,461**	**1,270,604**	**1,421,241**	**520,281**	**487,833**

* BMW, Mercedes, Tata Motors and Volvo Auto data is not available

Society of Indian Automobile Manufacturers (11/5/2022)

SIAM

Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of April 2022

Report IV

(Number of Vehicles)

Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April		April		April	
Manufacturer	2021	2022	2021	2022	2021	2022
Passenger Vehicles (PVs)						
A : Passenger Cars - Upto 5 Seats						
Mini :Seats upto-5, Length Normally <3600 mm, Body Style-Hatchback, Engine Displacement Normally upto 1.0 Litre						
Regular						
Maruti Suzuki India Ltd (Alto,Spresso)	29,056	22,655	25,041	17,137	3,052	3,708
Renault India Pvt Ltd (Kwid)	3,718	2,197	3,236	2,066	608	250
Total Mini	**32,774**	**24,852**	**28,277**	**19,203**	**3,660**	**3,958**
Compact :Seats upto-5, Length Normally between 3600 - 4000 mm, Body Style-Sedan/Estate/Hatch/Notchback, Engine Displacement Normally upto 1.4 Litre						
Regular						
Ford India Private Ltd (Figo,Figo Aspire,Ford Freestyle)	1,463	NA	809	NA	519	NA
Honda Cars India Ltd (Amaze,Jazz)	5,022	4,743	4,750	4,939	-	90
Hyundai Motor India Ltd (Aura,Elite i20,Grand i10,Santro,Xcent)	26,839	27,680	22,572	19,658	5,163	6,548
Maruti Suzuki India Ltd (OEM Model#,Baleno,Celerio,DZIRE,IGNIS,Wagon R,Swift)	83,432	76,978	72,318	59,184	9,833	9,912
Nissan Motor India Pvt Ltd (Datsun GO,Datsun Redi-GO)	541	-	376	-	189	-
Toyota Kirloskar Motor Pvt Ltd (Glanza)	-	-	2,182	2,646	-	-
Volkswagen India Pvt Ltd (Polo)	1,486	795	1,197	728	331	677
Total Compact	**118,783**	**110,196**	**104,204**	**87,155**	**16,035**	**17,227**
Super Compact :Seats upto-5, Length Normally between 4000 - 4250 mm, Body Style-Sedan/Estate/Hatch/Notchback, Engine Displacement Normally upto 1.6 Litre						
Regular						
Mahindra & Mahindra Ltd (Verito)	-	-	-	1	-	-
Total Super Compact	**-**	**-**	**-**	**1**	**-**	**-**

#Only production volume of OEM Model is reported by Maruti Suzuki India Limited. NA=Not Available

SIAM

Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of April 2022

Report IV

(Number of Vehicles)

Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April		April		April	
Manufacturer	2021	2022	2021	2022	2021	2022
Mid-Size: Seats upto-5, Length Normally between 4250 - 4500 mm, Body Style-Sedan/Estate/Hatch/Notchback, Engine Displacement Normally upto 1.6 Litre						
Regular						
Honda Cars India Ltd (City)	3,606	3,779	3,128	2,300	747	1,941
Hyundai Motor India Ltd (Verna)	3,661	2,370	2,552	781	972	1,513
Maruti Suzuki India Ltd (Ciaz)	2,194	1,756	1,567	579	371	1,585
Nissan Motor India Pvt Ltd (Sunny)	1,564	1,220	-	-	1,653	1,220
SkodaAuto India Pvt Ltd (Rapid)	607	-	848	-	-	-
Toyota Kirloskar Motor Pvt Ltd (Yaris)	237	-	285	-	-	-
Volkswagen India Pvt Ltd (Vento)	2,950	2,361	170	57	1,306	2,007
Total Mid-Size	**14,819**	**11,486**	**8,550**	**3,717**	**5,049**	**8,266**
Executive :Seats upto-5, Length Normally between 4500 - 4700 mm, Body Style-Sedan/Estate/Notchback, Engine Displacement Normally upto 2 Litre						
Regular						
Hyundai Motor India Ltd (Elantra)	70	-	53	-	-	-
SkodaAuto India Pvt Ltd (Octavia,Slavia)	100	2,596	5	2,578	-	-
Total Executive	**170**	**2,596**	**58**	**2,578**	**-**	**-**
Premium :Seats upto-5, Length Normally between 4700 - 5000 mm, Body Style-Sedan/Estates, Engine Displacement Normally upto 3 Litre						
Regular						
SkodaAuto India Pvt Ltd (Superb)	-	70	105	74	-	-
Specialty						
Toyota Kirloskar Motor Pvt Ltd (Camry)	-	120	-	129	-	-
Total Premium	**-**	**190**	**105**	**203**	**-**	**-**
Total Passenger Cars	**166,546**	**149,320**	**141,194**	**112,857**	**24,744**	**29,451**

SIAM						
Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of April 2022						
						Report IV
						(Number of Vehicles)
Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April		April		April	
Manufacturer	2021	2022	2021	2022	2021	2022
B: Utility Vehicles (UVs)						
B : Utility Vehicles/ Sports Utility Vehicles; 4x2 or 4x4 offroad capability ; Generally ladder on frame ; 2 box ; 5 Seats or more but upto 10 Seats.						
UVC : Length < 4000 mm & Price <20 Lakhs						
Ford India Private Ltd (Ford Ecosport)	9,710	NA	3,820	NA	3,558	NA
Honda Cars India Ltd (WR-V)	1,410	600	1,194	635	215	3
Hyundai Motor India Ltd (Venue)	11,472	9,710	11,245	8,392	921	942
Kia Motors India Pvt Ltd (Sonet)	8,303	7,650	7,724	5,404	1,098	2,105
Mahindra & Mahindra Ltd (Bolero,Kuv100,Thar,Xuv300)	13,266	15,346	13,707	14,747	338	490
Maruti Suzuki India Ltd ((Gypsy, OEM Model #,VITARA BREZZA))	16,300	20,426	11,220	11,764	3,366	2,610
Nissan Motor India Pvt Ltd (GO +,Magnite)	3,203	1,614	2,935	1,996	118	9
Renault India Pvt Ltd (Kiger,Triber)	7,676	6,371	5,226	5,528	635	667
Toyota Kirloskar Motor Pvt Ltd (Urban Cruiser)	-	-	2,115	3,524	-	-
Total UVC	**71,340**	**61,717**	**59,186**	**51,990**	**10,249**	**6,826**
UV1 : Length 4000 to 4400 mm & Price <20 Lakhs						
Force Motors Ltd (Gurkha)	-	99	-	88	-	-
Hyundai Motor India Ltd (Creta)	14,938	16,196	12,463	12,651	3,145	2,763
Kia Motors India Pvt Ltd (Seltos)	10,201	13,003	8,086	7,506	2,611	5,376
Maruti Suzuki India Ltd (Ertiga,S-Cross)	11,436	15,578	10,891	17,811	455	275
MG Motor India Pvt Ltd (Astor)	-	918	-	249	-	-
Nissan Motor India Pvt Ltd (Kicks)	83	200	58	144	10	-
Renault India Pvt Ltd (Duster)	450	-	180	-	-	-
SkodaAuto India Pvt Ltd (Kushaq)	-	1,643	-	2,413	-	-
Volkswagen India Pvt Ltd (Taigun,T-Roc)	-	1,407	166	2,631	-	118
Total UV1	**37,108**	**49,044**	**31,844**	**43,493**	**6,221**	**8,532**
UV2 : Length between 4400 - 4700 mm & Price <20 Lakhs						
Hyundai Motor India Ltd (Alcazar)	-	3,005	-	2,422	-	434
Kia Motors India Pvt Ltd (Carens)	-	6,597	-	5,754	-	596
Mahindra & Mahindra Ltd (Marazzo,Scorpio,Xuv500,Xuv700)	4,396	8,818	4,455	7,374	198	153
Maruti Suzuki India Ltd (XL6)	3,323	4,395	3,373	4,366	4	-
MG Motor India Pvt Ltd (Hector)	2,596	1,995	2,107	1,448	-	-
Total UV2	**10,315**	**24,810**	**9,935**	**21,364**	**202**	**1,183**
#Only production volume of OEM Model is reported by Maruti Suzuki India Limited.		NA=Not Available				

SIAM						
Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of April 2022						
						Report IV
						(Number of Vehicles)
Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April		April		April	
Manufacturer	2021	2022	2021	2022	2021	2022
UV3 : Length >4700 mm & Price <20 Lakhs						
Isuzu Motors India Pvt Ltd (Hi-Lander,V-Cross)	46	211	45	20	-	-
Toyota Kirloskar Motor Pvt Ltd (Innova Crysta)	3,443	6,538	3,600	6,351	-	-
Total UV3	**3,489**	**6,749**	**3,645**	**6,371**	**-**	**-**
UV4 : Price between Rs. 20 to 30 Lakh						
FCA India Automobiles Pvt Ltd (Jeep Compass)	1,413	1,341	846	886	530	366
Hyundai Motor India Ltd (Kona,Tucson)	120	39	117	97	-	-
Isuzu Motors India Pvt Ltd (MU-X)	1	-	3	-	2	-
Kia Motors India Pvt Ltd (Carnival)	366	400	301	355	-	-
Mahindra & Mahindra Ltd (Alturas G4)	42	50	24	47	-	-
MG Motor India Pvt Ltd (ZS EV)	230	229	153	228	-	-
PCA Motors Pvt. Ltd (C5 Aircross)	287	35	230	51	-	-
Total UV4	**2,459**	**2,094**	**1,674**	**1,664**	**532**	**366**
UV5 : Price >Rs. 30 Lakh						
Ford India Private Ltd (Endeavour)	845	NA	840	NA	-	NA
Isuzu Motors India Pvt Ltd (MU-X)	-	12	-	3	-	-
MG Motor India Pvt Ltd (Gloster)	534	66	305	83	-	-
SkodaAuto India Pvt Ltd (Kodiaq)	-	78	3	87	-	-
Toyota Kirloskar Motor Pvt Ltd (Fortuner,Vellfire)	1,362	2,077	1,439	2,127	3	14
Volkswagen India Pvt Ltd (Tiguan)	-	71	-	31	-	-
Total UV5	**2,741**	**2,304**	**2,587**	**2,331**	**3**	**14**
Total Utility Vehicles (UVs)	**127,452**	**146,718**	**108,871**	**127,213**	**17,207**	**16,921**
Vans						
C :Vans ; Generally 1 or 1.5 box; seats upto 5 to 10						
V1 :Hard tops mainly used for personal transport, Price upto Rs. 10 Lakh						
Mahindra & Mahindra Ltd (Maxximo,Supro)	95	296	84	339	16	50
Maruti Suzuki India Ltd (Eeco)	11,844	11,166	11,469	11,154	50	126
Total V1	**11,939**	**11,462**	**11,553**	**11,493**	**66**	**176**
V2 :Soft tops mainly used as Maxi Cabs, Price upto Rs. 10 Lakh						
Mahindra & Mahindra Ltd (Supro)	15	6	15	18	-	-
Total V2	**15**	**6**	**15**	**18**	**-**	**-**
Total Vans	**11,954**	**11,468**	**11,568**	**11,511**	**66**	**176**
Total Passenger Vehicles (PVs)	**305,952**	**307,506**	**261,633**	**251,581**	**42,017**	**46,548**
NA= Not Available						

SIAM						
Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of April 2022						
						Report IV
						(Number of Vehicles)
Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April		April		April	
Manufacturer	2021	2022	2021	2022	2021	2022
Three Wheelers						
A: Passenger Carrier						
A1:No. of seats Including driver not exceeding 4 & Max.Mass not exceeding 1 tonne						
Atul Auto Ltd (Atul Elite,Atul Gemini,Atul Rik,Atul Rik + 3P ,Atul Rik 3P 200)	248	468	170	286	38	215
Bajaj Auto Ltd (Maxima,RE)	36,852	22,296	6,056	6,414	30,966	19,957
Continental Engines Pvt Ltd (Baxy Express Passenger)	69	139	31	160	-	-
Mahindra & Mahindra Ltd (Alfa,Treo)	1,698	1,260	1,181	1,714	48	4
Piaggio Vehicles Pvt Ltd (Ape Auto,Ape City)	4,194	4,233	1,210	3,065	2,130	1,308
TVS Motor Company Ltd (TVS King 4S)	12,856	13,061	412	1,300	12,378	13,777
Total A1	**55,917**	**41,457**	**9,060**	**12,939**	**45,560**	**35,261**
A2:No. of seats Including driver exceeding 4 but not exceeding 7 & Max.Mass not exceeding 1.5 tonnes						
Atul Auto Ltd (Atul Gem)	327	428	219	398	-	30
Force Motors Ltd (Minidor)	219	140	-	-	182	84
Total A2	**546**	**568**	**219**	**398**	**182**	**114**
Total Passenger Carriers	**56,463**	**42,025**	**9,279**	**13,337**	**45,742**	**35,375**
B: Goods Carrier						
B1: Max mass not exceeding 1 tonnes						
Atul Auto Ltd (Atul Elite,Atul Gem,Atul Gemini,Atul Samart Aqua,Atul Shakti)	559	663	440	664	48	-
Bajaj Auto Ltd (Maxima)	2,750	2,697	1,845	2,504	460	96
Continental Engines Pvt Ltd (Baxy Cargo)	105	262	97	266	-	-
Mahindra & Mahindra Ltd (Alfa,Treo)	1,584	1,283	862	1,295	15	14
Piaggio Vehicles Pvt Ltd (Ape Xtra)	2,297	2,773	1,333	2,824	172	134
TVS Motor Company Ltd (TVS King Kargo)	-	156	-	48	-	161
Total Goods Carrier	**7,295**	**7,834**	**4,577**	**7,601**	**695**	**405**
Total Three Wheelers	**63,758**	**49,859**	**13,856**	**20,938**	**46,437**	**35,780**

SIAM						
Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of April 2022						
						Report IV
						(Number of Vehicles)
Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April		April		April	
Manufacturer	2021	2022	2021	2022	2021	2022
Two Wheelers						
A : Scooter/ Scooterettee : Wheel size is less than or equal to 12"						
A1: Engine capacity less than or equal to 75 CC						
Piaggio Vehicles Pvt Ltd (SR 50 MT,SXR 50)	174	917	-	-	144	896
Total A1	**174**	**917**	**-**	**-**	**144**	**896**
A2: Engine capacity >75 CC but less than or equal to 90 CC						
TVS Motor Company Ltd (Pep +)	9,410	7,286	8,143	6,329	-	-
Total A2	**9,410**	**7,286**	**8,143**	**6,329**	**-**	**-**
A3: Engine capacity >90 CC but less than or equal to 125 CC						
Hero MotoCorp Ltd (Hero Destni 125,Maestro,Pleasure)	43,248	28,135	32,099	25,438	857	557
Honda Motorcycle & Scooter India Pvt Ltd (Activa,Aviator,Dio,Grazia,Navi)	156,666	199,660	131,547	180,781	18,328	20,956
India Yamaha Motor Pvt Ltd (Alpha,Fascino,Ray)	19,286	11,216	13,124	9,674	4,916	3,206
Piaggio Vehicles Pvt Ltd (Aprilia SR 125,Vespa)	5,429	4,567	3,265	4,436	1,149	25
Suzuki Motorcycle India Pvt Ltd (Access,Avenis,Burgman,Lets)	57,342	52,095	61,439	53,098	6,908	6,508
TVS Motor Company Ltd (Jupiter,Ntorq,Wego,Zest)	73,425	87,141	49,996	91,347	6,767	3,113
Total A3	**355,396**	**382,814**	**291,470**	**364,774**	**38,925**	**34,365**
A4 : Engine capacity >125 CC but less than or equal to 150 CC						
Piaggio Vehicles Pvt Ltd (Aprilia SR150,Vespa)	1,125	938	185	195	867	808
Total A4	**1,125**	**938**	**185**	**195**	**867**	**808**
A5 : Engine capacity >150 CC but less than or equal to 200 CC						
Piaggio Vehicles Pvt Ltd (Aprilia SR160)	823	733	664	592	88	91
Total A5	**823**	**733**	**664**	**592**	**88**	**91**
AE- More than 250 W Electric						
Bajaj Auto Ltd (Chetak)	508	1,401	510	1,246	-	-
TVS Motor Company Ltd (TVS iQube Electric)	401	1,403	307	1,420	-	-
Total AE	**909**	**2,804**	**817**	**2,666**	**-**	**-**
Total Scooter/ Scooterettee	**367,837**	**395,492**	**301,279**	**374,556**	**40,024**	**36,160**

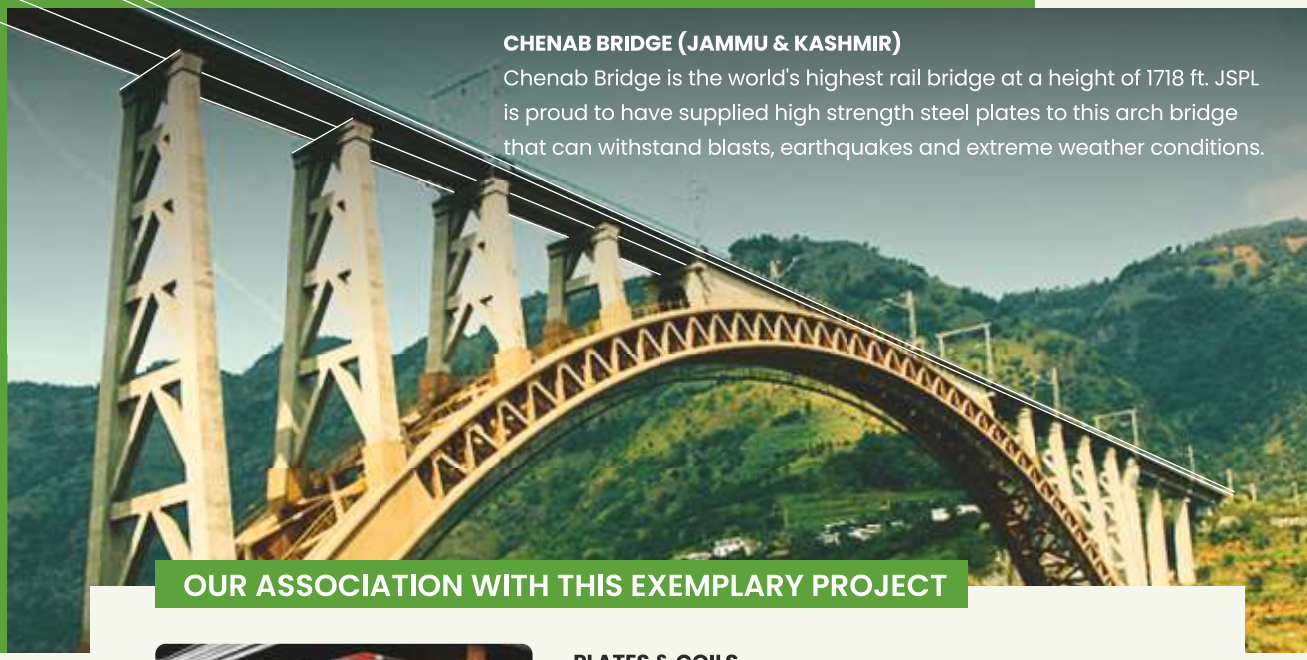
SIAM						
Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of April 2022						
						Report IV
						(Number of Vehicles)
Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April		April		April	
Manufacturer	2021	2022	2021	2022	2021	2022
Motorcycle/Step-Throughs						
B : Motorcycles/Step-Through: Big wheel size – more than 12".						
B2: Engine Capacity >75 CC but less than equal to 110 CC						
Bajaj Auto Ltd (Boxer,CT,Discover,Platina)	157,764	136,252	51,086	44,814	104,604	89,992
Hero MotoCorp Ltd (HF Deluxe,Passion,Splendor)	294,319	305,889	250,609	312,942	12,324	9,496
Honda Motorcycle & Scooter India Pvt Ltd (Dream,Livo)	17,591	17,134	9,209	14,504	9,276	6,020
India Yamaha Motor Pvt Ltd (Crux,Saluto RX)	2,264	2,708	-	-	3,016	3,324
TVS Motor Company Ltd (Radeon,Sport,Star City)	60,163	62,455	16,805	31,520	33,314	35,063
Total B2	**532,101**	**524,438**	**327,709**	**403,780**	**162,534**	**143,895**
B3: Engine Capacity >110 CC but less than equal to 125 CC						
Bajaj Auto Ltd (Boxer,CT,Discover,Husqvarna,KTM,Platina,Pulsar)	80,304	74,950	37,063	42,777	40,996	37,937
Hero MotoCorp Ltd (Glamour,Splendor)	68,725	59,375	55,568	52,924	4,598	3,222
Honda Motorcycle & Scooter India Pvt Ltd (CB Shine)	89,270	113,387	79,416	105,413	5,323	4,765
India Yamaha Motor Pvt Ltd (Saluto,YD125)	4,950	3,070	-	-	1,830	2,650
Suzuki Motorcycle India Pvt Ltd (Hayate)	480	240	-	-	-	456
TVS Motor Company Ltd (Raider,Star City 125,Victor)	33,144	48,107	-	3,392	34,032	47,860
Total B3	**276,873**	**299,129**	**172,047**	**204,506**	**86,779**	**96,890**
B4: Engine Capacity >125 CC but less than equal to 150 CC						
Bajaj Auto Ltd (Boxer,CT 150,Pulsar)	55,938	36,987	21,100	2,177	35,854	26,206
Hero MotoCorp Ltd (Acheiver,Hunk,Xtreme)	12,399	3,763	-	-	8,776	4,495
Honda Motorcycle & Scooter India Pvt Ltd (CB Trigger,CB Unicorn 150)	240	200	-	-	160	240
India Kawasaki Motors Pvt Ltd (KLX 140)	-	-	1	-	-	-
India Yamaha Motor Pvt Ltd (FZ,SZ)	21,400	29,248	12,298	16,508	9,484	15,516
Total B4	**89,977**	**70,198**	**33,399**	**18,685**	**54,274**	**46,457**
B5: Engine Capacity >150 CC but less than equal to 200 CC						
Bajaj Auto Ltd (Avenger,Husqvarna,KTM,Pulsar)	27,893	24,622	9,016	1,340	25,700	19,418
Hero MotoCorp Ltd (Xpulse 200,Xtreme.)	4,415	8,807	4,338	7,160	3,116	2,361
Honda Motorcycle & Scooter India Pvt Ltd (CB 200X,CB Hornet 160R,CB Unicorn 160,CB Hornet 2.0,Unicorn 2PRM,X Blade)	20,266	21,222	16,941	14,778	8,838	8,093
India Yamaha Motor Pvt Ltd (MT 15,R15)	14,733	19,496	11,714	17,176	988	1,449
Suzuki Motorcycle India Pvt Ltd (Gixxer,Intruder)	7,598	7,776	2,286	1,008	6,206	8,470
TVS Motor Company Ltd (Apache)	43,589	17,072	29,458	7,342	18,767	11,771
Total B5	**121,494**	**99,094**	**73,753**	**48,804**	**63,615**	**51,562**

SIAM						
Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of April 2022						
						Report IV
						(Number of Vehicles)
Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April		April		April	
Manufacturer	2021	2022	2021	2022	2021	2022
B6: Engine Capacity >200 CC but less than equal to 250 CC						
Bajaj Auto Ltd (Avenger,Dominar,Husqvarna,KTM,Pulsar)	14,061	4,145	6,333	298	5,085	4,246
Honda Motorcycle & Scooter India Pvt Ltd (CBR 250R)	120	-	-	-	180	-
India Kawasaki Motors Pvt Ltd (KX 250)	-	-	-	3	-	-
India Yamaha Motor Pvt Ltd (FZ25)	1,928	2,546	182	610	1,324	1,118
Suzuki Motorcycle India Pvt Ltd (Gixxer 250)	551	2,956	133	208	856	2,226
Total B6	**16,660**	**9,647**	**6,648**	**1,119**	**7,445**	**7,590**
B7: Engine Capacity >250 CC but less than equal to 350 CC						
Honda Motorcycle & Scooter India Pvt Ltd (CB300R,H'Ness)	3,699	4,629	2,977	3,204	840	2,221
India Kawasaki Motors Pvt Ltd (Ninja300)	59	89	-	85	-	-
Mahindra Two Wheelers Ltd (Mojo)	-	-	-	14	-	-
Royal-Enfield (Unit of Eicher Motors) (Bullet 350,Bullet Electra Twinspark,Classic 350,Meteor 350)	40,321	56,967	44,681	48,623	1,880	2,942
TVS Motor Company Ltd (BMW,RR 310)	2,207	2,637	700	403	151	1,676
Total B7	**46,086**	**64,322**	**48,358**	**52,329**	**2,871**	**6,839**
B8: Engine Capacity >350 CC but less than equal to 500 CC						
Bajaj Auto Ltd (Dominar,Husqvarna,KTM)	8,743	7,834	1,462	581	9,364	10,679
Honda Motorcycle & Scooter India Pvt Ltd (CB 500)	8	-	4	1	-	-
Royal-Enfield (Unit of Eicher Motors) (Classic 500,Himalayan)	3,747	8,959	2,815	3,070	1,583	2,607
Total B8	**12,498**	**16,793**	**4,281**	**3,652**	**10,947**	**13,286**

SIAM						
Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of April 2022						
						Report IV
						(Number of Vehicles)
Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April		April		April	
Manufacturer	2021	2022	2021	2022	2021	2022
B9: Engine Capacity >500 CC but less than equal to 800 CC						
Honda Motorcycle & Scooter India Pvt Ltd (CBR 650F)	38	20	27	33	-	-
India Kawasaki Motors Pvt Ltd (Ninja650,Versys 650,Vulcan S,W800,Z650,Z650RS)	21	18	39	84	-	-
Royal-Enfield (Unit of Eicher Motors) (650 Twin)	3,278	1,794	1,293	2,159	1,046	2,754
Suzuki Motorcycle India Pvt Ltd (DL650XA)	27	-	21	10	-	-
Triumph Motorcycles India Pvt Ltd (Street Triple,Tiger 660,Tiger 800 XRx,Trident)	62	53	62	53	-	-
Total B9	**3,426**	**1,885**	**1,442**	**2,339**	**1,046**	**2,754**
B10: Engine Capacity >800 CC but less than equal to 1000 CC						
Hero MotoCorp Ltd (883 Iron)	-	-	-	5	-	-
India Kawasaki Motors Pvt Ltd (Ninja ZX-10R,Z900)	32	10	127	42	-	-
Triumph Motorcycles India Pvt Ltd (Boneville T100,Street Scrambler,Street Twin,Tiger 900)		7	34	19	-	-
Total B10	**32**	**17**	**161**	**66**	**-**	**-**
B11: Engine Capacity >1000 CC but less than equal to 1600 CC						
Hero MotoCorp Ltd (Pan America)	-	-	-	2	-	-
Honda Motorcycle & Scooter India Pvt Ltd (Africa Twin)	2	20	1	20	-	-
India Kawasaki Motors Pvt Ltd (Ninja1000,Versys 1000)	39	-	11	20	-	-
Suzuki Motorcycle India Pvt Ltd (Hayabusa)	4	-	-	3	-	-
Triumph Motorcycles India Pvt Ltd (Boneville Bobber,Boneville T120,Scrambler 1200,Speed Triple,Speed Twin,Tiger 1200)		6		12	-	-
Total B11	**45**	**20**	**18**	**57**	**-**	**-**
B12: Engine Capacity >1600 CC						
Hero MotoCorp Ltd (Fat Bob,Fat Boy 107,Fat Boy 114,Heritage Classic,Low Rider,Low Rider S,Street Bob,Street Glide)		18		19	-	-
Triumph Motorcycles India Pvt Ltd (Rocket III)	-	-	25	4	-	-
Total B12	**-**	**-**	**43**	**23**	**-**	**-**
Total Motorcycle/Step-Throughs	**1,099,192**	**1,085,543**	**667,859**	**735,360**	**389,511**	**369,273**
C:Moped: More than 75 CC to 100 CC and with fixed transmission Ratio, Big wheel size – more than 12"						
C1:Engine capacity less than or equal 100 CC						
TVS Motor Company Ltd (TVS XL)	38,624	35,960	25,977	38,780	1,776	6
Total Mopeds	**38,624**	**35,960**	**25,977**	**38,780**	**1,776**	**6**
Total Two Wheelers	**1,505,653**	**1,516,995**	**995,115**	**1,148,696**	**431,311**	**405,439**
Quadricycle						
Bajaj Auto Ltd (Qute)	509	101	-	26	516	66
Grand Total of All Categories	**1,875,872**	**1,874,461**	**1,270,604**	**1,421,241**	**520,281**	**487,833**
Society of Indian Automobile Manufacturers (11/5/2022)						

JINDAL STEEL & POWER

TOUGHEST TERRAINS
DESERVE THE TOUGHEST PLATES



CHENAB BRIDGE (JAMMU & KASHMIR)

Chenab Bridge is the world's highest rail bridge at a height of 1718 ft. JSPL is proud to have supplied high strength steel plates to this arch bridge that can withstand blasts, earthquakes and extreme weather conditions.

OUR ASSOCIATION WITH THIS EXEMPLARY PROJECT

THICKNESS 5MM - 150MM, UP TO 5 METRES WIDE

PLATES & COILS

JSPL's high strength E410 CuC plates have been extensively used in the construction of Chenab Bridge and similar bridges in extreme terrains. These are high tensile plates that offer corrosion resistance.

SPECIALITY OF OUR PLATES & COILS

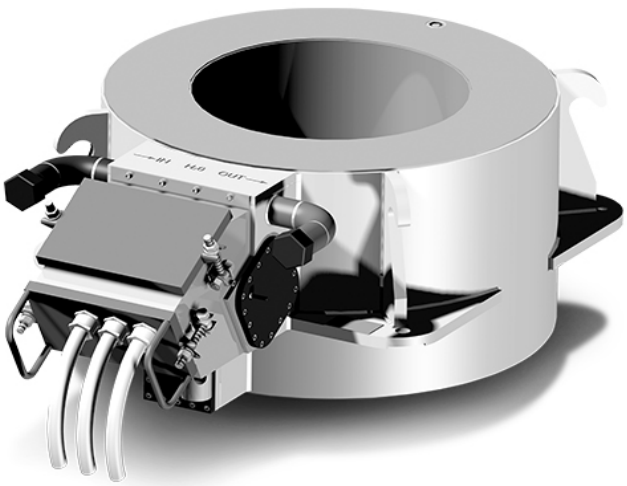
- HIGHER STRENGTH
- HIGH CORROSION RESISTANCE
- CUSTOMIZED AND CONTROLLED CHEMISTRY
- SUPERIOR WELDABILITY
- WIDE PRODUCT RANGE

INNOVATIVE AND SUPERLATIVE PRODUCTS FROM JSPL ARE REVOLUTIONIZING BRIDGE INFRASTRUCTURE.

ELECTROTHERM®

ergolines INNOVATION PARTNER

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



Caster EMS

MFM - Gaussmeter

EAF EMS

Automatic Powder Feeder

Mould Level Control

PRODUCT RANGE

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

Engineering & Technologies

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