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STANDING COMMITTEE ON
COAL AND STEEL (2020-2021)
SEVENTEENTH LOK SABHA

MINISTRY OF STEEL

"DEMANDS FOR GRANTS(2021-2022)"

**[Action Taken by the Government on the Observations/
Recommendations contained in the Eighteenth Report of the
Standing Committee on Coal and Steel (Seventeenth Lok Sabha)]**



TWENTY-FOURTH REPORT

**LOK SABHA SECRETARIAT
NEW DELHI
AUGUST, 2021/SRAVANA, 1943(Saka)**

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Presented to Lok Sabha on 06.08.2021

Laid in Rajya Sabha on 06.08.2021



**LOK SABHA SECRETARIAT
NEW DELHI
AUGUST, 2021/SRAVANA, 1943(Saka)**

**COMPOSITION OF THE STANDING COMMITTEE ON
COAL AND STEEL(2020-2021)**

Chairperson - Shri Rakesh Singh

Lok Sabha

2. Shri Balubhau Dhanorkar *alias* Suresh Narayan
3. Shri Vijay Kumar Hansdak
4. Shri Kunar Hembram
5. Shri Chandra Prakash Joshi
6. Shri Saumitra Khan
7. Shri C. Lalrosanga
8. Shri S. Muniswamy
9. Shri Ajay Nishad
10. Shri Basanta Kumar Panda
11. Smt. Riti Pathak
12. Dr. Lorho S. Pfoze
13. Shri S.R. Parthiban
14. Shri Komati Reddy Venkat Reddy
15. Shri Chunni Lal Sahu
16. Shri Arun Sao
17. Shri Pashupati Nath Singh
18. Shri Sunil Kumar Singh
19. Shri Sushil Kumar Singh
20. Dr. Beesetti Venkata Satyavathi
21. Dr. Thirumaavalavan Thol

Rajya Sabha

22. Shri Anil Desai
23. Dr. Vikas Mahatme
24. Shri Venkataramana Rao Mopidevi
25. Shri Prashanta Nanda
26. Shri Ram Vichar Netam
27. Shri Samir Oraon
28. Shri Dhiraj Prasad Sahu
29. Shri Shibu Soren
30. Shri Prabhakar Reddy Vemireddy
31. Shri B. Lingaiah Yadav

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SECRETARIAT

1. Shri Pawan Kumar - Joint Secretary
2. Shri Arvind Sharma - Director
3. Smt. Geeta Parmar - Additional Director
4. Smt. Vandana Pathania Guleria - Under Secretary

INTRODUCTION

I, the Chairperson, Standing Committee on Coal and Steel having been authorised by the Committee to present the Report on their behalf, present this Twenty-Fourth Report (Seventeenth Lok Sabha) on Action Taken by the Government on the observations/recommendations contained in the Eighteenth Report (Seventeenth Lok Sabha) of the Standing Committee on Coal and Steel on "Demands for Grants(2021-2022)" relating to the Ministry of Steel.

2. The Eighteenth Report (Seventeenth Lok Sabha) of the Standing Committee on Coal and Steel was presented to Lok Sabha on 16.03.2021. Replies of the Government to all the observations/recommendations contained in the Report were received on 18.06.2021

3. The Standing Committee on Coal and Steel considered and adopted this Report at their sitting held on 04.08.2021.

4. An analysis on the Action Taken by the Government on the observations/ recommendations contained in the Eighteenth Report (Seventeenth Lok Sabha) of the Committee is given at **Annexure-III**.

5. For facility of reference and convenience, the observations and recommendations of the Committee have been printed in bold letters in Chapter-I of the Report.

NEW DELHI;
04 August, 2021
13 Sravana, 1943(Saka)

RAKESH SINGH
Chairperson
Standing Committee on Coal and Steel

REPORT

CHAPTER I

This Report of the Standing Committee deals with Action Taken by the Government on the recommendations/observations contained in the Eighteenth Report (Seventeenth Lok Sabha) of the Standing Committee on Coal and Steel on "Demands for Grants (2021-22)" relating to the Ministry of Steel which was presented to Lok Sabha and laid in Rajya Sabha on 16.03.2021.

2. The Report contained 13 Recommendations/ Observations. The Action Taken Replies have been received from the Ministry of Steel in respect of all the 13 recommendations/observations contained in the Report on 18.06.2021. These have been categorised as follows:-

(i) Observations/Recommendations which have been accepted by Government:

Serial Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12 and 13

Total : 12
Chapter-II

(ii) Observations/Recommendations which the Committee do not desire to pursue in view of Government's replies:

Serial No. Nil

Total : 00
Chapter-III

(iii) Observations/Recommendations in respect of which replies of Government have not been accepted by the Committee:

Serial No. 11

Total : 01
Chapter-IV

(iv) Observations/Recommendations in respect of which final replies of Government are still awaited:

Serial No. Nil

Total : 00
Chapter-V

3. **The Committee do hope and trust that utmost importance would be given to implementation of the Recommendations/ Observations accepted by the Government. In case, where it is not possible for the Ministry to implement the recommendations in letter and spirit for any reason, the matter**

should be reported to the Committee with reasons for non-implementation. The Committee desire that final Action Taken Replies on the Recommendations/Observations contained in Chapter-I of this Report be furnished to them within three months.

4. The Committee will now deal with the Action Taken by the Government on some of their recommendations/ observations made in the Eighteenth Report.

Recommendation Serial Nos. 1&2

Budgetary Allocation for 2021-22

5. The Committee had noted that during 2021-22, the Ministry of Steel had proposed Rs. 15 crore for their Central Sector Scheme 'Promotion of Research and Development in Iron and Steel Sector', however, Rs. 5 crore only was provided for the Scheme. It was informed that due to the reduced budgetary support, the Government funding in the projects would be reduced and larger funding support from various stakeholders shall be sought for new project proposals. While considering the allocation of Rs. 5 crore for addressing the R & D need of the Steel Sector in the country to be inadequate, the Committee had impressed upon the Ministry of Steel to take up the necessary steps to ensure desired level of infusion of funds for the purpose.

6. The Committee had further noted that from 2016-17 to 2019-20, there was 100% utilization of allocated funds by the Ministry of Steel under the Central Sector Scheme. However, during 2020-21, against the outlay of Rs. 5 crore for the Scheme, the anticipated expenditure was around Rs. 50 lakh. The reason for less utilisation of funds was attributed to the impact of COVID-19 on R&D institutions. The

Committee had hoped that in view of the improved Covid-19 situation, the Ministry of Steel would optimally utilise the allocated funds of Rs. 5 crore during 2021-22 for its Central Sector Scheme and up keep its past record in this regard.

7. The Ministry in its Action Taken Reply has submitted as under:-

"It is the endeavour of the Ministry of Steel to pursue only those R&D projects in future, which would have participation and funding from the industry partners to ensure greater opportunity for commercialisation. Ministry of Steel shall only be funding partly in the R&D projects. One new project on utilisation of steel slag in agriculture is under consideration of Ministry of Steel. A series of interactions with the stakeholder research organisation, industrial partners and the concerned Ministries have been carried out. Participation and funding from the industry has been confirmed. The project has since been approved by the competent authority."

8. It has further been submitted as under:-

"Ministry of Steel could utilize only Rs 53.95 lakh under the R&D Scheme in 2020-21. Utilisation of allocated fund in 2020-21 has been low due to the impact of COVID-19 pandemic as the R&D institutions remained closed or functioned with less manpower.

Ministry of Steel is taking necessary steps for the optimal utilization of the allocated fund of Rs 5 crore under the R&D scheme in 2021-22. One new project proposal on utilisation of steel slag in agriculture, with total cost of Rs 8.66 crore is under consideration of Ministry of Steel. A series of interactions with the stakeholder research organisation, industrial partners and the concerned Ministries have been carried out. Participation and funding from the industry has been confirmed. The industrial partners viz. Steel Authority of India Ltd.(SAIL), Tata Steel and JSW Steel shall be funding 60% of the total cost of the project and Ministry of Steel shall be funding 40% of the total cost of the project. The project has since been approved by the competent authority.

After obtaining the approval of the Standing Finance Committee (SFC), in March 2021, for continuation of the R&D scheme for the next five years, Ministry of Steel, through its website, has also sought new R&D proposals from the stakeholders as per the revised guidelines for approval and funding of R&D project

proposals as contained in the SFC Memorandum of the scheme. Communications have been sent to the stakeholders (R&D institution, academic institutions and steel industry etc.) requesting for submission of R&D proposals for consideration of funding by Ministry of Steel. The same has also been uploaded on the Ministry's website to submit these proposals before 31st July, 2021."

9. The Committee had noted in their original Report that a reduced budgetary support of Rs. 5 crore was made for 2021-22 for the Central Sector Scheme 'Promotion of Research and Development in Iron and Steel Sector', compared to BE, 2020-21 of Rs. 15 crore. While emphasizing on the need to address R&D requirement of the country, the Committee had desired the Ministry of Steel to ensure enhanced funds under this scheme. Also, in view of the anticipated expenditure of around Rs. 50 lakh only against the outlay of Rs. 5 crore for the Scheme during 2020-21, the Committee had hoped that the Ministry of Steel would optimally utilise the allocated funds of Rs. 5 crore during 2021-22 for its Central Sector Scheme. In its action taken reply, the Ministry has stated that it has decided to pursue only those R&D projects in future which would have participation and funding from the industry partners to ensure greater opportunity for commercialisation. The Committee consider this to be a welcome move of the Ministry of Steel to induce funding for R&D projects. As has been informed, one new project proposal on utilisation of steel slag in agriculture, with total cost of Rs. 8.66 crore has been approved by the competent authority. The industrial partners viz. Steel Authority of India Ltd. (SAIL), Tata Steel and JSW Steel shall be funding 60% of the total cost of the project and Ministry of Steel shall be funding 40% of the total cost of the project. Also, Ministry has sought new R&D proposals from the stakeholders through its website as per the revised guidelines

for approval and funding of R&D project proposals. The Committee are of the considered opinion that for the domestic steel industry to be a leader in quality steel, adoption of advanced technology is the need of the day. However, as R&D spendings are very low in the country, the Committee trust that the Ministry of Steel would explore more ways and means for ensuring desired level of infusion of funds for its R & D schemes and apprise the Committee of the same.

Recommendation Serial No. 4

10. The Committee had noted that major ongoing projects of SAIL viz. New Sinter Plant at Bokaro Steel Plant (BSL), Rebuilding of COB-8 at Bokaro Steel Plant, and Replacement of Converter Shells at Durgapur Steel Plant (DSP) which were supposed to be completed by October, 2017, June, 2019 and September, 2020, respectively, were facing disruptions on account of various reasons. In this background, the Committee had desired the Ministry of Steel and SAIL administration for review of performance of all SAIL Plants at regular intervals of time and recommended for intervention of the top SAIL management to address the constraints causing delays in implementation of these projects so that they are completed expeditiously.

11. The Ministry in its Action Taken Reply has submitted as under:-

"The performance of ongoing projects of SAIL Plants including CAPEX Plans are reviewed at various levels in the Ministry of Steel at regular intervals of time and SAIL Management have been directed from time to time to expedite the progress of delayed projects.

Further, SAIL has been putting in all-out efforts like monitoring the progress of projects and holding meetings/interactions with the parties on regular basis to expeditiously complete the three projects i.e. New Sinter plant at Bokaro Steel Plant (BSL), Rebuilding of COB-8 at BSL and Replacement of Converter Shells

at Durgapur Steel Plant (DSP). In this regard, the following actions have already been taken:

- After close pursuance and timely action by SAIL, MoEFCC has issued Environmental Clearance to BSL on 17.03.2021.
- With regard to the project for replacement of Converter Shells at DSP, new refractory material as replacement for the damaged refractories has been shipped by RHI, China from Dalian Port, China on 02.02.2021, after close follow-up by DSP with the contractor.
- For Rebuilding of COB-8 at BSL, regular follow-up action has been taken by MECON and refractory erection for battery proper has been completed. Balance jobs are in full swing for completion of the project.

Regarding resumption of foreign travel for ensuring availability of required experts at various project sites, the matter was taken-up by Ministry with the concerned embassies. SAIL has also discussed with the respective contractors for resumption of various jobs through remote assistance/supervision. With these concerted and persistent efforts, one converter at DSP has been operationalized in November, 2020. Further, after assembly of 2nd Converter, replacement of existing Converter by the "Assembled Converter" has been taken up from 10.05.21. For the 3rd converter, assembly is in progress.

Further, progress of projects execution is monitored regularly at various levels of SAIL management, viz. Plant/Unit, Corporate office and Board level. For effective and timely implementation of Projects, a Sub-Committee of the SAIL Board, viz. Projects Committee of SAIL Board (PCSB), which is headed by an Independent Director of SAIL Board, reviews the implementation of major projects on regular basis.

12. In their original Report, the Committee had observed that the major ongoing projects of SAIL like New Sinter Plant at Bokaro Steel Plant (BSL), Rebuilding of COB-8 at Bokaro Steel Plant, and Replacement of Converter Shells at Durgapur Steel Plant (DSP) which were supposed to be completed by October, 2017, June, 2019 and September, 2020, respectively were facing disruptions for various reasons and had recommended for intervention of SAIL management to address the prevailing

constraints for expeditious completion of the projects. In its action taken reply, the Ministry of Steel has informed that the performance of ongoing projects of SAIL Plants including CAPEX Plans are reviewed at various levels in the Ministry of Steel at regular intervals of time and SAIL Management has been directed from time to time to expedite the progress of delayed projects. Further, SAIL has been putting in all-out efforts like monitoring the progress of projects and holding meetings/interactions with the parties on regular basis to expeditiously complete the above projects. The Committee are of the firm opinion that disruption faced in execution of these projects would have been overcome with focussed efforts made in this direction. The Committee would like to know the concerted efforts made by SAIL for speedy implementation of these projects and the latest progress of these projects.

Recommendation Serial No. 6

RINL

13. The Committee had noted that RINL has been incurring losses for the last 4-5 years and was also facing problems due to borrowings of about Rs. 22000 crore which in turn incurred huge interest. While recognising the fact that RINL was suffering losses due to lack of captive mines and forced to spend additional amount to meet Iron ore requirements, the Committee had desired that the Company should concentrate more on cost cutting measures and focus on manufacturing products which are unique to it for bringing the Company back into profits. The Committee were also hopeful that RINL would make relentless efforts to register profits and soon would be able to witness a turnaround in its fortunes.

14. The Ministry in its Action Taken Reply has submitted as under:-

"RINL has been making efforts to face the challenges of transition phase and downturn in steel industry which, inter-alia, include improvement in productivity, techno-economics, increasing production of value added products, cutting operating cost and austerity measures, as per the following details with reference to various recommendations:-

i. Ramping up of Production: During the year 2019-20 and 2020-21, the Company had to curtail production levels due to slowdown in demand for long products from construction and automobile sectors and due to situation arising out of COVID-19 pandemic. With the increase in market demand, production from all units has been ramped up from Nov'20 onwards. With the availability of Twin Ladle Furnace and Coke Oven Battery-5, the Company has been achieving record production levels since Dec'20. For the year 2021-22, target of Liquid Steel production of 6.4 Mtpa is envisaged by RINL, exceeding the rated capacity of 6.3 Mtpa.

ii. Substitution of iron ore fines with iron ore slime in sinter plant: A new initiative of utilising Iron Ore Slimes available with NMDC was taken up for cost reduction, in 2019-20. The utilization of Iron Ore Slime in place of Iron ore Fines was stepped up to an average of 25% in 2020-21 from 9% in 2019-20. For the year 2021-22, it is planned to be increased to 30%.

iii. Increased usage of pulverized coal for optimizing fuel consumption in BFs: To reduce the cost of Coking Coal, RINL has been making attempts to increase Pulverised Coal Injection. The PCI rate increased from 59.2 kg/tHM in 2018-19 to 97.2 kg/tHM in 2019-20 and during 2020-21 it is expected to be marginally higher, in spite of throttled operations. For the year 2021-22, RINL has planned it to be increased to 117 kg/tHM.

iv. Focusing on production of special products to increase revenues: Apart from the regular production like Rebars, MS grade wire coils & Structurals, RINL has been focusing on sale of High End Value Added Steel products. The sales of such products as a percentage of Domestic Sales increased to 25% during 2020-21 from 20% in 2019-20. Efforts are being made by RINL to increase the same by forming Cross Functional Teams to interact with OEMs and their suppliers.

Thrust is being given for production of high-end unique products. During the year 2020-21, an improvement of 34 % was achieved by RINL as compared to the previous year. The details are given at **Annexure 1**.

v. To maximize sales of TMT Rebars in high NSR regions of East, South & Andhra: As a revenue maximisation initiative, special focus is being given by RINL for maximizing sales of TMT Rebar in the high NSR regions of East, South and Andhra Pradesh, while catering to the projects of national importance all over the country. During the year 2020-21, the percentage increased to 79% from 78% in 2019-20 and 75% in 2018-19. It is planned to be increased to 80% in 2021-22.

vi. To sell directly from the plant to minimize inventory carrying cost and reduce multiple handling costs etc.: After the advent of GST regime, RINL has been facilitating buyers in procuring material directly from the plant in order to ease out their concern for logistics. In the process, the company has been able to minimise inventory carrying cost and reduce multiple handling costs. The direct despatches increased to 8,43,296 tons (Apr'20-Feb'21) of branch sales from the level of 7,49,812 tons in the previous year.

vii. Improving Global Presence, cash flow and Profitability through Sales in Export Markets: RINL made increased export to improve global presence, cash flow and profitability.

viii. Measures taken in Logistics & Dispatch of Material: RINL has developed a Central Dispatch Yard (CDY), which will enable dispatches of products by Road as well as Rail from a central place instead of the concerned Production units. This will lead to improvement in vehicle as well as Rake turnaround time consequently leading to improvement in dispatches."

15. The Committee had noted in their original Report that RINL had been incurring losses for the last 4-5 years. Also, RINL had been facing problems due to borrowings of about Rs. 22000 crore which in turn incurred huge interest. The Committee had desired that RINL should concentrate more on cost cutting measures and focus on manufacturing products which are unique to it for bringing the Company back into profits. In its action taken reply, Ministry of Steel has stated

that RINL is making efforts to face the challenges of transition phase and downturn in steel industry which, *inter-alia*, include improvement in productivity, techno-economics, increasing production of value added products, cutting operating cost and austerity measures. Thrust is being given for production of high-end unique products. Expressing satisfaction over the growth of 34 % by RINL during 2020-21 as compared to the previous year, the Committee trust that RINL would continue taking extensive measures to mitigate various challenges being faced by it and would register further growth in times to come. The Committee would like to be apprised of the action plan of RINL to revive its financial position during the current fiscal.

Recommendation Serial No. 9

KIOCL Ltd.

16. The Committee were pleased to note that turnover of KIOCL Ltd. had been constantly increasing and KIOCL Ltd. had also been earning profit. However, during 2020-21, out of total outlay of Rs. 342 crore, KIOCL Ltd. could utilize only Rs. 17.87 crore due to non-utilization of outlay earmarked for projects, viz. Devadari iron ore Mine Lease Deed Registration and payment of Stamp duty to Govt. of Karnataka, Setting up of Coke Oven Plant (backward integration project) and Ductile Iron Spun Pipe Plant (forward integration project) at Blast Furnace Unit, Mangaluru. The matter regarding in principle stage-I Forest Clearance for Devadari Mines was listed in Forest Advisory Committee meeting scheduled for February, 2021 and EC for Coke Oven Plant had been received during February, 2020. The Committee had desired to be kept informed of the outcome of the Forest Advisory Committee meeting for Devadari Mines and had hoped that with the combined efforts of the Ministry of Steel and KIOCL Ltd., the works on the two major projects of KIOCL Ltd. would be expedited.

17. The Ministry in its Action Taken Reply has submitted as under:-

"Development of Devadari Iron Ore Mine:- The matter regarding in-principle stage-I Forest Clearance for Devadari Mines was put up in Forest Advisory Committee (FAC) Meeting held on 17.02.2021 for deliberations and recommendations. As per the recommendation of FAC, a Sub-Committee was formed to visit the site and submit a report within a month time. Essential Document Sought (EDS) on 10.03.2021 has been raised by MoEF&CC to State Govt. for reviewing the Compensatory Afforestation (CA) land. The Sub-committee visited Devadari Mine site on 19.03.2021 and had interaction with officials of Forest Dept., GoK, Directorate of Mines & Geology, GoK and KIOCL. On detailed deliberations, the Committee members sought certain clarifications on the points raised by DMG, GoK and KIOCL. During the meeting, KIOCL submitted its detailed representation with a submission to recommend the proposal for in-principle stage I forest clearance by MoEF&CC, GoI. In response to Sub-committee, KIOCL on 22.03.2021 submitted clarifications on the points raised for utilization of forest land for the purpose of mining as per the mining plan. As per the views of the Committee members, the forest land has now reduced further to an extent of 23 ha from State Govt. recommended earlier area of 388 ha to 365 ha. With this reduction of forest land, the total extent for FC clearance comes to 378.5761 ha (365 ha for mining + 13.5761 ha for downhill conveyor, approach road, power line etc.). Directorate of Mines & Geology also submitted the clarifications to the points raised in the meeting on 22.03.2021. KIOCL has requested the MoEF subcommittee to favourably consider and submit recommendation to FAC for grant of stage I forest clearance approval for Devadari Iron Ore Mine.

Setting up of Coke oven Plant (Backward Integration Project of Blast Furnace Unit) : - The Global Tender floated on 08.02.2020 was cancelled as per the circular of Dept. of Expenditure GFR rules/F. No. 12/17/2019-PPD and Ministry of Steel-AtmaNirbhar Bharat initiative vide letter dtd:21.05.2020 and Circular from GOI dtd:15.06.2020- Revised Public Procurement Policy. It is pertinent to mention that all existing non-recovery type Coke Oven plants of similar capacities in the country are based on Chinese Technology. Revised domestic open tender were floated incorporating the changes as per the

revised Public Procurement Policy. Only one bidder i.e. M/s Tuaman Engineering-Kolkata, participated in the tender with CSIR -Central Institute of Mining and Fuel Research, Dhanbad as the technology partner to build a non-recovery type of coke oven of capacity 180,000 TPA under AtmaNirbhar initiative for which Techno-Commercial evaluation by M/s MECON is being carried out and they are expected to submit their recommendations by end of March, 2021.

Setting up of Ductile Iron Spun pipe (Forward Integration Project of Blast Furnace Unit): - The Global tender was floated on 09-03-2020 and the bid submission date had to be extended upto 30-03-2021 due to non-availability of Department for Promotion of Industry and Internal Trade (DPIIT) clearance to any of the three prospective bidders who were from a country sharing border with India and accordingly had to apply for mandatory DPIIT registration before submission of bid. DPIIT registration is under process and KIOCL Officials including CMD and Directors are regularly following up for early clearance."

18. In their original Report, the Committee had observed that though the turnover of KIOCL Ltd. had been increasing constantly year after year during the last 3 years, the Company was able to utilize Rs. 17.87 crore only, out of total outlay of Rs. 342 crore during 2020-21. The reason for less utilization was attributed to non-utilization of outlay earmarked for Devadari iron ore Mine Lease Deed Registration and payment of Stamp duty to Govt. of Karnataka, Setting up of Coke Oven Plant (backward integration project) and Ductile Iron Spun Pipe Plant (forward integration project) at Blast Furnace Unit, Mangaluru. The Committee had expressed hope that the Ministry of Steel and KIOCL Ltd. would work in tandem and expeditiously complete these projects. However, from the action taken reply, where status with regard to the above projects has been provided, the Committee find that no significant progress has been made in these projects during the last 3 months. The Committee recommend that KIOCL Ltd. should take all possible steps to resolve the constraints being

faced in execution of these projects and ensure that financial outlays during 2021-22 are optimally utilised.

Recommendation Serial No. 11

19. The Committee had observed that during 2020-21, out of the total plan outlay of Rs. 196.25 crore, MOIL Ltd. could utilize Rs. 29.81 crore only upto January, 2021 due to less or NIL utilization for many of their projects during the year. Further, the profits of MOIL Ltd. had been dwindling and from Rs. 437.89 crore PAT in 2018-19, the PAT for 2019-20 reduced to Rs.248.22 crore. Till January, 2021, about Rs. 156.36 crore profit has been earned. Also, MOIL Ltd. could not achieve their targets of production of Manganese Ore, Electrolytic Manganese Dioxide and Ferro Manganese during 2018-19, 2019-20 and 2020-21. The Committee had recommended that MOIL Ltd. should make all efforts to ensure utilization of its outlay for 2021-22 and should identify the reasons for dwindling profits and take necessary measures accordingly.

20. The Ministry in its Action Taken Reply has submitted as under:-

"Mining is an ancient occupation and well recognized as arduous and hazardous and risk is involved in every step. It is prime duty of the Mine Management to ensure safety of men, machinery and material and to protect the overall health of its employees. MOIL Limited, a PSU under Ministry of Steel, is mainly engaged in excavation and beneficiation of manganese ore giving importance to maintaining highest level of safety standards

In addition to regular approach on safety and monitoring of safety policies, MOIL has been putting emphasis on the Risk Assessment and Management Plan for each and every activity in which a bit of risk is involved for ensuring compliance to safety standard by inculcating the safe practices and procedures among the workers.

Safety Policy at MOIL :

The comprehensive Safety Policy of MOIL that inter alia encompasses the following: -

- To make continuous efforts towards judicious mechanization of operations and technology adaption.
- To conduct periodic safety campaigns, publicity and propaganda.
- To train and re-train employees at all levels to cope up with changes in underground mining methods and technological changes.
- To enhance the role of the Internal Safety Organization (ISO) by encouraging the Safety Officers, Workmen Inspectors, Safety Committees, etc. to play a proactive role in matters relating to Safety.
- To prepare Risk Management Plan for all mines and for all activities.
- To observe Safety Weeks and conduct Intra/Inter-mines Safety Competitions on a regular basis.
- To conduct periodical Safety Audit.
- To carry out R&D both in-house as well as in association with outside agencies wherever necessary, with a view to improve safety standards.
- To have regular inter-action with the officials of DGMS, Institutes like IIT, NIT to seek their guidance.
- To actively participate in the Mine Rescue Competitions.
- To provide good quality safety / protective gears and strict enforcement of their use.
- To conduct periodical medical examination of workers.
- To conduct diagnostic and preventive health care programmes and organization of Medical Campus for the same.

MOIL operates eleven mines and except four, all other mines are worked through underground operations. In order to improve safety, productivity and conservation of mineral in underground mines, MOIL has introduced pre-mining support system by cable bolting and thereafter successfully introduced hydraulic sand stowing in all the underground mines. This changed working of underground operations and helped to introduce mobile mining equipments for rapid underground mining operations for the safety, productivity and conservation of mineral. The recently introduced underground equipment are:

- Side Discharge loader (SDL), crawler mounted for mechanised handling of run of mine (ROM) in stope.

- Load, Haul and Dump (LHD) machines, tyre mounted for mechanised handling of drift development waste.
- Single Boomer electro-hydrostatic Jumbo drill machine, for drift development drilling and roof support.

Practices followed in underground mining operations in MOIL

- Timber square set support has been replaced by pre-mining support system by cable bolting and roof bolting. This has helped the improvement in safety standards of all the underground mines of the company.
- Concrete man-way/ore chutes are replaced by steel man-ways/chutes.
- 5T Granby cars are deployed for transportation of ROM in underground with battery operated locomotives.
- Stope length has been increased from 30 m to 60 m at Balaghat mine for formation of 3 stopes for production, filling and support.
- Level interval has been increased from existing 30 m to 45 m at Balaghat mine below 12th level. This has increased the mineable reserves for exploitation and has also reduced underground development expenditure.
- Single boomer electro-hydrostatic drilling machine is being deployed for development of underground heading at Balaghat mine.
- Sinking and deepening of vertical shafts is in progress at underground mines of MOIL.
- For improvement of ventilation standard at deeper level of the underground mines, high capacity ventilation fan with electrical motors has been installed at Balaghat and Gumgaon mine. Moreover, the gallery dimensions of the deeper levels have been increased.
- All the underground mines are accessible by vertical shafts in MOIL."

21. The Committee in their original Report had noted that during 2020-21, out of the total plan outlay of Rs. 196.25 crore, MOIL Ltd. could utilize Rs. 29.81 crore only upto January, 2021. The reason for less utilization is attributed to less or NIL utilization for many of their projects like 'Sinking of large Dia High Speed Vertical Shaft at Balaghat Mine', 'Sinking of new High Speed Vertical Shaft' at Gumgaon Mine Phase-II, etc. due

to nationwide lockdown and migration of workers in view of Covid-19 as all the activities were temporarily suspended. Also, profits of MOIL Ltd. had been showing a decreasing trend since 2018-19. While noting that MOIL Ltd. had obtained maximum environment clearance (EC) limits in case of their five (out of ten) mines and production increase could not come from those mines, the Committee had desired that appropriate action should be taken while administering importance to safety. Also, MOIL Ltd. should make all efforts to ensure utilization of its outlay for 2021-22 and should identify the reasons for dwindling profits and take necessary measures accordingly. From the action taken reply of the Ministry of Steel, the Committee note that MOIL Ltd. has provided details with regard to their safety and monitoring policies. However, the reply is silent on reasons, if any, identified for dwindling profits of the Company during previous years. The Committee, therefore, reiterate their earlier recommendation and desire that MOIL Ltd. should identify the reasons for their dwindling profits and take corrective actions thereon.

CHAPTER -II

OBSERVATIONS/RECOMMENDATIONS WHICH HAVE BEEN ACCEPTED BY GOVERNMENT

Recommendation Serial No. 1

Budgetary Allocation for 2021-22

The Committee note that though the Ministry of Steel had proposed Rs. 58.26 crore for BE, 2021-22 which comprised of Rs. 15 crore for Central Sector Scheme, Rs. 41.00 crore for Establishment Expenditure, Rs. 2.26 crore for other Central Sector Expenditure for the year 2021-22, a budgetary support of Rs. 39.25 crore comprising of Rs. 5 crore for Central Sector Scheme 'Promotion of Research and Development in Iron and Steel Sector', Rs. 32.78 crore for Establishment Expenditure and Rs. 1.47 crore for other Central Sector Expenditure has been provided. The Committee further observe that the allocations for 2021-22 has been reduced, if compared with the year 2020-21 when Rs. 100 crore was allocated to the Ministry which comprised of Rs. 15 crore for Central Sector Scheme, Rs. 38.58 crore for Establishment Expenditure, Rs. 46.42 crore for other Central Sector Expenditure. The Committee note that the funds allocated under the Scheme on 'Promotion of Research and Development in Iron and Steel Sector' since its inception 11 years ago have never exceeded Rs. 15 crore except during 2010-11, 2011-12 wherein Rs.29 crore, and during 2012-13 wherein Rs. 26.49 crore were allotted for this scheme. The Committee have been told that during the last three years, financial assistance was provided for R&D projects pursued by CSIR Labs, leading academic institutions like IITs and companies like SAIL, MIDHANI and KIOCL. The R&D projects pursued were in the areas of utilization of waste generated from steel plants such as mill scale and steel slag, beneficiation of iron ore & coal, development of super alloys, development of steel grade for biomedical implants, conversion of Carbon Dioxide into useful products, etc. In view of the reduced budgetary support of Rs. 5 crore during 2021-22 against the proposed allocation of Rs.15 crore, it has been submitted to the Committee that the Government funding in the projects would be reduced and larger funding support from various stakeholders shall be sought for new project proposals. While observing that the allocation of Rs. 5 crore for addressing the R & D need of the Steel Sector in the country is inadequate, the Committee would like to impress upon the Ministry of Steel to take up the necessary steps to ensure desired level of infusion of funds for the purpose.

Action Taken

It is the endeavour of the Ministry of Steel to pursue only those R&D projects in future, which would have participation and funding from the industry partners to ensure greater opportunity for commercialisation. Ministry of Steel shall only be funding partly in the R&D projects. One new project on utilisation of steel slag in agriculture is under consideration of Ministry of Steel. A series of interactions with the stakeholder research organisation, industrial partners and the concerned Ministries have been carried out. Participation and funding from the industry has been confirmed. The project has since been approved by the competent authority.

[Ministry of Steel O.M. No. 11013(9)/2021-Parl. dated 18.06.2021]

Comments of the Committee

(Please see para 9 of Chapter I of the Report)

Recommendation Serial No. 2

The Committee note that from 2016-17 to 2019-20, there was 100% utilization of allocated funds by the Ministry of Steel under the Scheme 'Promotion of Research and Development in Iron and Steel Sector'. However, during 2020-21, the anticipated expenditure for the Scheme is around Rs. 50 lakh, against the outlay of Rs. 5 crore. The reason attributed by the Ministry for less utilisation of funds is impact of COVID-19 due to which R&D institutions were affected. No funds were required to be released on the on-going projects and review of the projects was carried out on-line. New R&D proposals from the stakeholders were also evaluated on-line. There is no denying the fact that Covid-19 had posed unprecedented challenges in all aspects of life and R&D scheme of the Ministry of Steel cannot be an exception. However, with passing of time and improved Covid-19 situation, the Committee hope that the Ministry of Steel would optimally utilise the allocated funds of Rs. 5 crore during 2021-22 for its Central Sector Scheme and up keep its past record in this regard.

Action Taken

Ministry of Steel could utilize only Rs 53.95 lakh under the R&D Scheme in 2020-21. Utilisation of allocated fund in 2020-21 has been low due to the impact of COVID-19 pandemic as the R&D institutions remained closed or functioned with less manpower.

Ministry of Steel is taking necessary steps for the optimal utilization of the allocated fund of Rs 5 crore under the R&D scheme in 2021-22. One new project proposal on utilisation of steel slag in

agriculture, with total cost of Rs 8.66 crore is under consideration of Ministry of Steel. A series of interactions with the stakeholder research organisation, industrial partners and the concerned Ministries have been carried out. Participation and funding from the industry has been confirmed. The industrial partners viz. Steel Authority of India Ltd.(SAIL), Tata Steel and JSW Steel shall be funding 60% of the total cost of the project and Ministry of Steel shall be funding 40% of the total cost of the project. The project has since been approved by the competent authority.

After obtaining the approval of the Standing Finance Committee (SFC), in March 2021, for continuation of the R&D scheme for the next five years, Ministry of Steel, through its website, has also sought new R&D proposals from the stakeholders as per the revised guidelines for approval and funding of R&D project proposals as contained in the SFC Memorandum of the scheme. Communications have been sent to the stakeholders (R&D institution, academic institutions and steel industry etc.) requesting for submission of R&D proposals for consideration of funding by Ministry of Steel. The same has also been uploaded on the Ministry's website to submit these proposals before 31st July, 2021.

[Ministry of Steel O.M. No. 11013(9)/2021-Parl. dated 18.06.2021]

Comments of the Committee

(Please see para 9 of Chapter I of the Report)

Recommendation Serial No. 3

SAIL

The Committee note that the crude steel production by SAIL was 16266 Thousand Tonne and 16155 Thousand Tonne in 2018-19 and 2019-20, respectively. In 2020-21, till January, 2021, about 12201 Thousand Tonne production of crude steel has been achieved by SAIL. The Committee note with satisfaction that post Covid lockdown, production ramped up and sales improved by 1.4% in third quarter of 2020-21 and growth in saleable steel production has also increased. SAIL also achieved 12% growth in long Rail production and 16% growth in despatch during April, 2020 to January, 2021 over Corresponding Period Last Year (CPLY). Further, 20.17 lakh tonne of fresh fines and 1.12 lakh tonne of dumped fines were sold by SAIL till 31st January, 2021. Exports by SAIL also increased by 63.12% during April, 2020 to January, 2021 in comparison to CPLY. SAIL also managed to reduce its saleable steel inventory by 61.35% till December, 2020. The Committee note that after suffering a loss of Rs. 482 crore in 2017-18, SAIL earned profit of Rs. 2179 crore and Rs. 2022 crore in 2018-19 and 2019-20, respectively. Further, though SAIL had earned a profit of Rs. 406 crore only up to December, 2020,

the Committee are hopeful that SAIL would manage to sustain its performance in 2020-21 like in previous years.

Action Taken

SAIL is in the process of ramp up of production in all the Units. The results as already mentioned in recommendations above were visible in FY 2019 and FY 2020. However, due to the unprecedented difficult market condition in 2020-21 on account of COVID19, the company incurred losses during Q1.

As economy started recovering to normalcy, SAIL managed to sustain its profitability by making all round efforts in FY 20-21 and registered Profit after Tax (PAT) of Rs. 3850 Cr, growth of approx. 90.4 % over last FY.

(Rs. Crore)		
Year	Profit (+) / Loss (-) before Tax (PBT)	Net Profit (+) / Loss (-) after Tax (PAT)
2017-18	-759	-482
2018-19	3338	2179
2019-20	3171	2022
2020-21	6879	3850

[Ministry of Steel O.M. No. 11013(9)/2021-Parl. dated 18.06.2021]

Recommendation Serial No. 4

The Committee further note that major ongoing projects of SAIL like the New Sinter Plant at Bokaro Steel Plant (BSL), Rebuilding of COB-8 at Bokaro Steel Plant, and Replacement of Converter Shells at Durgapur Steel Plant (DSP) which were supposed to be completed by October, 2017, June, 2019 and September, 2020, respectively, are facing disruptions on account of various reasons like poor progress by the contractor, delay in renewal of Environmental Clearance, delay by the main contractor (M/s MECON) in awarding contract for civil work of Battery Proper, poor resource mobilisation by the contractor, stoppage of work due to payment related issues, disruption of international travel affecting the availability of foreign experts at site, delay in replacement of refractories etc. In view of the disruptions faced by some plants, the Committee desire the Ministry of Steel and SAIL administration for review of performance of all SAIL Plants at regular intervals of time. The Committee also recommend for intervention of the top SAIL management to address the constraints causing delays in implementation of these projects so that they are completed expeditiously.

Action Taken

The performance of ongoing projects of SAIL Plants including CAPEX Plans are reviewed at various levels in the Ministry of Steel at regular intervals of time and SAIL Management have been directed from time to time to expedite the progress of delayed projects.

Further, SAIL has been putting in all-out efforts like monitoring the progress of projects and holding meetings/interactions with the parties on regular basis to expeditiously complete the three projects i.e. New Sinter plant at Bokaro Steel Plant (BSL), Rebuilding of COB-8 at BSL and Replacement of Converter Shells at Durgapur Steel Plant (DSP). In this regard, the following actions have already been taken:

- After close pursuance and timely action by SAIL, MoEFCC has issued Environmental Clearance to BSL on 17.03.2021.
- With regard to the project for replacement of Converter Shells at DSP, new refractory material as replacement for the damaged refractories has been shipped by RHI, China from Dalian Port, China on 02.02.2021, after close follow-up by DSP with the contractor.
- For Rebuilding of COB-8 at BSL, regular follow-up action has been taken by MECON and refractory erection for battery proper has been completed. Balance jobs are in full swing for completion of the project.

Regarding resumption of foreign travel for ensuring availability of required experts at various project sites, the matter was taken-up by Ministry with the concerned embassies. SAIL has also discussed with the respective contractors for resumption of various jobs through remote assistance/supervision. With these concerted and persistent efforts, one converter at DSP has been operationalized in November, 2020. Further, after assembly of 2nd Converter, replacement of existing Converter by the "Assembled Converter" has been taken up from 10.05.21. For the 3rd converter, assembly is in progress.

Further, progress of projects execution is monitored regularly at various levels of SAIL management, viz. Plant/Unit, Corporate office and Board level. For effective and timely implementation of Projects, a Sub-Committee of the SAIL Board, viz. Projects Committee of SAIL Board (PCSB), which is headed by an Independent Director of SAIL Board, reviews the implementation of major projects on regular basis.

[Ministry of Steel O.M. No. 11013(9)/2021-Parl. dated 18.06.2021]

Comments of the Committee

(Please see para 12 of Chapter I of the Report)

Recommendation Serial No. 5

The Committee are happy to note that SAIL has managed to reduce its net debt from a peak of Rs. 52291 crore in April, 2020 to Rs. 42813 crore in January, 2021. While appreciating the performance of the SAIL even in difficult time of ongoing Covid-19 pandemic across the globe, the Committee desire that keeping in view the current globally buoyant prices of steel, all efforts should be made to further reduce the debts by the Company before the end of 2021-22.

Action Taken

In view of the higher steel demand, current prevailing prices, efforts made in improvement of sales, inventory liquidation, focus on debtor realization, reduction in cost of production, etc., there has been substantial growth in the performance of the Company. The borrowings have been reduced to Rs.37,677 Crore from Rs. 54,127 Crore (at end of FY 2019-20) in FY 2020-21.

[Ministry of Steel O.M. No. 11013(9)/2021-Parl. dated 18.06.2021]

Recommendation Serial No. 6

RINL

The Committee note that RINL has been incurring losses for the last 4-5 years. Though, in 2018-19, it earned a profit of Rs. 97 crore, in 2019-20, RINL again suffered huge losses of Rs. 3910 crore. During 2020-21, till January, 2021, RINL has incurred losses upto Rs. 1704 crore. RINL has managed to reduce its losses during this year, as compared to losses incurred during 2019-20. According to Ministry of Steel, RINL earned a profit of Rs. 200 crore during November-December, 2020, and Rs. 100 crore in January, 2021. During January, 2021, RINL achieved liquid steel production of 5.49 lakh tonne for the first time and also managed to export 1.1 MT of saleable steel till January, 2021. The Committee have been informed that RINL is facing problems due to borrowings of about Rs. 22000 crore which in turn incurs huge interest. Needless to say, RINL has to look into these aspects urgently to reduce losses. As submitted, RINL is taking cost reduction measures and took initiative in utilization of ore slime in place of iron ore fines which was stepped up to an average of 25% in 2020-21 compared to 9% in 2019-20. The Coke Oven Battery-5 Project of RINL was commissioned on 22.12.2020 and the Forged Wheel Plant (FWP) Project is under the trial runs stage. Although, RINL has now completed the current phase of expansion of doubling the capacity from 3 MTPA to 6.3 MTPA, there was a huge time and cost overrun in this regard. The Committee while recognising the fact that

RINL is suffering losses due to lack of captive mines and forced to spend additional amount to meet iron ore requirements, desire that the Company should concentrate more on cost cutting measures and focus on manufacturing products which are unique to it for bringing the Company back into profits. The Committee are hopeful that RINL would make relentless efforts to register profits and soon would be able to witness a turnaround in its fortunes.

Action Taken

RINL has been making efforts to face the challenges of transition phase and downturn in steel industry which, inter-alia, include improvement in productivity, techno-economics, increasing production of value added products, cutting operating cost and austerity measures, as per the following details with reference to various recommendations:-

- i. Ramping up of Production:** During the year 2019-20 and 2020-21, the Company had to curtail production levels due to slowdown in demand for long products from construction and automobile sectors and due to situation arising out of COVID-19 pandemic. With the increase in market demand, production from all units has been ramped up from Nov'20 onwards. With the availability of Twin Ladle Furnace and Coke Oven Battery-5, the Company has been achieving record production levels since Dec'20. For the year 2021-22, target of Liquid Steel production of 6.4 Mtpa is envisaged by RINL, exceeding the rated capacity of 6.3 Mtpa.
- ii. Substitution of iron ore fines with iron ore slime in sinter plant:** A new initiative of utilising Iron Ore Slimes available with NMDC was taken up for cost reduction, in 2019-20. The utilization of Iron Ore Slime in place of Iron ore Fines was stepped up to an average of 25% in 2020-21 from 9% in 2019-20. For the year 2021-22, it is planned to be increased to 30%.
- iii. Increased usage of pulverized coal for optimizing fuel consumption in BFs:** To reduce the cost of Coking Coal, RINL has been making attempts to increase Pulverised Coal Injection. The PCI rate increased from 59.2 kg/tHM in 2018-19 to 97.2 kg/tHM in 2019-20 and during 2020-21 it is expected to be marginally higher, in spite of throttled operations. For the year 2021-22, RINL has planned it to be increased to 117 kg/tHM.
- iv. Focusing on production of special products to increase revenues:** Apart from the regular production like Rebars, MS grade wire coils & Structural, RINL has been focusing on sale of High End

Value Added Steel products. The sales of such products as a percentage of Domestic Sales increased to 25% during 2020-21 from 20% in 2019-20. Efforts are being made by RINL to increase the same by forming Cross Functional Teams to interact with OEMs and their suppliers.

Thrust is being given for production of high-end unique products. During the year 2020-21, an improvement of 34 % was achieved by RINL as compared to the previous year. The details are given at **Annexure 1**.

v. To maximize sales of TMT Rebars in high NSR regions of East, South & Andhra: As a revenue maximisation initiative, special focus is being given by RINL for maximizing sales of TMT Rebar in the high NSR regions of East, South and Andhra Pradesh, while catering to the projects of national importance all over the country. During the year 2020-21, the percentage increased to 79% from 78% in 2019-20 and 75% in 2018-19. It is planned to be increased to 80% in 2021-22.

vi. To sell directly from the plant to minimize inventory carrying cost and reduce multiple handling costs etc.: After the advent of GST regime, RINL has been facilitating buyers in procuring material directly from the plant in order to ease out their concern for logistics. In the process, the company has been able to minimise inventory carrying cost and reduce multiple handling costs. The direct despatches increased to 8,43,296 tons (Apr'20-Feb'21) of branch sales from the level of 7,49,812 tons in the previous year.

vii. Improving Global Presence, cash flow and Profitability through Sales in Export Markets: RINL made increased export to improve global presence, cash flow and profitability,

viii. Measures taken in Logistics & Dispatch of Material: RINL has developed a Central Dispatch Yard (CDY), which will enable dispatches of products by Road as well as Rail from a central place instead of the concerned Production units. This will lead to improvement in vehicle as well as Rake turnaround time consequently leading to improvement in dispatches.

[Ministry of Steel O.M. No. 11013(9)/2021-Parl. dated 18.06.2021]

Comments of the Committee

(Please see para 15 of Chapter I of the Report)

Recommendation Serial No. 7

NMDC Ltd.

The Committee are happy to learn that NMDC Ltd. has made some major achievements this year. Iron Ore production of 3.86 MT and sales of 3.74 MT by NMDC Ltd. for the month of January, 2021 are the highest ever since its inception. The Donimalai mines have also been operationalized w.e.f. 18th February, 2021. Further, Government has envisaged a National Infrastructure Pipeline w.e.f. 2019 having 8 slurry pipelines which are supposed to be completed by 2025. The Committee appreciate the fact that out of these 8 pipelines, only one is of public sector i.e. NMDC Ltd. The rest 7 are from private players like one each for JSW and ESSAR, two for Tata Steel and three for ArcelorMittal Nippon Steel (AM/NS). Further, NMDC Ltd. had earned a profit of Rs. 4642 crore and Rs. 3610 crore in 2018-19 and 2019-20, respectively. Further, during 2020-21, NMDC Ltd. has earned a profit of Rs. 3415 crore by December, 2020. The Committee also learn that for the slurry pipeline project a major package for the main pipeline has been awarded by NMDC Ltd. during December, 2020 and expect that the project would be completed by 2023 as envisaged. The Committee are sure that NMDC Ltd. would continue with its endeavour to fulfil its objectives of being the largest iron ore producer, while establishing itself as a quality steel producer.

Action Taken

The EC Capacity, Installed Capacity, Production, Domestic Sale and Export of NMDC are as under:

(in million tonnes)

F.Y.	EC Capacity	Installed Capacity	Production	Domestic Sale	Export
2020-21	51.8	46	34.11	30.98	2.29

The production in Donimalai Mines of NMDC (Capacity 7.0 MT) has been started from 18th February, 2021 and NMDC has set a target of production of 42 MT in 2021-22.

As regards Slurry Pipeline Project, status is as under:-

The Commissioning schedule of Slurry pipeline Project is June, 2023. This Slurry Pipeline Project has the following facilities:-

- 2 MTPA Ore Processing plant at Bacheli
- 2 MTPA Pellet Plant at Nagarnar
- 15 MTPA Slurry Pipeline from Bacheli to Nagarnar

The approved Project Cost is Rs. 2907 crore and Expenditure till Apr'2021 is Rs 256.24 Cr.

Out of 10 packages, 3 packages are completed and 5 packages are under execution. The award of balance two packages will be completed latest by September 2021.

The action taken report on the progress of the Slurry Pipeline Project is given below: -

- With regard to Pump house package, detailed engineering of major equipment is completed, orders placed for major equipment of Pump house Package involving manufacturing of PD Pumps and all the 05 PD pumps delivered at site.
- With regard to MRS Package, the major equipment involving ordering of Transformers and major equipment GIS is completed.
- With regard to Enabling works package, excavation work for construction of boundary wall is started and parallelly detailed drawings pertaining to boundary wall and Administrative building are completed.
- With regard to Pipeline laying package, confirmatory soil investigation works have been taken up by the package contractor and parallelly preparation of engineering drawings are also in progress.

[Ministry of Steel O.M. No. 11013(9)/2021-Parl. dated 18.06.2021]

Recommendation Serial No. 8

The Committee also note that two major Capacity Expansion and Modernization Projects of NMDC Ltd. viz. 3.0 MTPA Integrated Steel Plant at Nagarnar, Chhattisgarh and doubling of KK railway line from Kirandul to Jagdalpur (executed by East Coast Railways on Deposit work basis), are facing time overrun of about 6 years and 4 years, respectively. While the Nagarnar Plant was supposed to be commissioned by May, 2015, deadline for the doubling of railway line was January, 2019. These projects have incurred a cost overrun of Rs. 6415 crore and Rs. 614 crore, respectively. The Committee find that during 2020-21, only Rs. 655 crore have been spent against an outlay of Rs. 1435 crore for Nagarnar Plant and only Rs. 18 crore utilized against an outlay of Rs. 195 crore for the Third Screening Plant at Kirandul. Further, construction work with regard to Nagarnar Plant is in progress and about 97% of Civil work, 96% of Structural erection, 91% of equipment erection have been completed. The Committee believe that commissioning of Nagarnar Plant will prove to

be a major milestone achievement for NMDC Ltd. The Committee also desire that works on all other major projects be expedited so that the outlay of Rs. 3720 crore for 2021-22 be gainfully utilized. The Committee would like to be apprised of the steps taken for completion of these projects as per revised schedule.

Action Taken

Doubling KK line from Kirandul to Jagdalpur (CG) (Deposit work by Railways)

NMDC entered into MoU with Railways on 21.12.2012 for Doubling KK Line from Kirandul to Jagdalpur and the estimated cost of this doubling work is ₹ 826.57 Cr (2010-11 price level).

Railways have divided the work into three sections as below:

Sl No.	Section	Stations	Distances (in Kms)
1.	I	Jagdalpur to Silakjhor	45.50
2.	II	Kirandul to Gidam	52.228
3.	III	Gidam to Silakjhor	52.734

The work is being executed by Railways on Deposit work basis. Scheduled completion is 5 years & 8 months. NMDC is funding the project as per the demand note received from Railways.

- Railway increased project cost to ₹ 1143.60 (2013 price level) and further to ₹ 1160.83 Cr (Jan. 2018). NMDC Board approved sanction of funds up to ₹ 1013.46 Cr. (i.e. ₹ 826.57 cr. as per MoU and ₹ 186.89 Cr. towards escalation from April 2011 to Jan 2019) and was conveyed to Railways on 12.08.2020.
- Project Status :
- Section -I – 100 % completed - Opened for public carriage of goods & passenger traffic from 17.06.2017.
- Section-II – 26 % completed - 7.318 kms out of 52.228 kms completed and opened for traffic on 24.3.2018
- Section-III – 84 % completed – Total 21.40 kms out of 52.734 kms completed and opened to traffic
- So far, 74 kms doubling completed and balance 36 kms doubling is likely in FY 2022-2023.
- So far, there is a delay of about 27 months, due to extremist activities in the region and Covid 19 pandemic.
- Meanwhile, Railway has projected the tentative project cost as ₹ 1440 Cr and informed that its Board desires NMDC's consent for funding balance amount of ₹ 426.54 Cr (i.e. ₹ 1440

Cr - ₹ 1013.46 Cr) under Customer Funding Model (CFM) with 7% annual refund on investment along with 4% interest on reducing balance as a freight rebate on freight volumes till total recovery.

- NMDC top officials have discussed with top officials of Railways and proposed the following to Railway on 23.12.2020 for its acceptance: -

- i To consider Customer Funding Model (CFM) for additional funding of ₹ 426.54 Cr.
- ii. To enhance MoU specified time period for returns on incremental traffic from 10 years to 15 years (from commissioning of doubling) since the project cost has increased from original ₹ 826.57 Cr to ₹ 1013.46 Cr and also the project completion time has increased.

Railways have informed that the proposals have been put up to its Board. NMDC is continuously following up with Railways and after receipt of communication from Railway, proposals will be put up to NMDC's Board for consideration.

During the review meeting chaired by Secretary (Steel), Ministry of Steel (MoS) in March, 2021, Railways informed that the issues viz. land ownership, land diversion, tree felling, security threat from extremist in sections from Kirandul to Dantewada are still persistent and the same are being pursued with the authorities of State Government of Chhattisgarh.

Screening Plant -III at Kirandul Complex

The major facilities at Screening Plant – III at Kirandul Complex are:-

- i. 09 (Nine) Primary Screening lines & 13 Secondary Screening lines
- ii. 04 (Four) Tertiary crushing lines
- iii. Wet circuit with 6 classifier lines
- iv. Provision of belt filtration system of under flow of thickener before discharge to Tailing dam
- v. Stacking and loading facilities

The approved Project Cost is Rs. 2092.974 crore and expenditure till Apr, 2021 is Rs 187 Cr. The Commissioning Schedule is Feb, 2024

Out of 8 packages, 5 packages are under execution and the rest (including balance work of RWLS Package) are yet to be awarded.

3.0 MTPA Integrated Steel Plant at Nagarnar:

Overall Progress of NISP:

S. No	Parameter	% Progress
1	Civil (RCC)	97.8
2	Structural Erection	98.3
3	Equipment Erection	94.1
4	Refractory Erection	77.51 *

*Since Refractory is a perishable item, refractory erection will be done just prior to Commissioning.

- It has encountered a few bottlenecks emanating from poor performance of contractors of Lime and Dolomite plant and By Product Plant, which are on the critical path. Contract has been terminated with all the three consortium members in Lime and Dolomite Plant. Operation of the plant will be done with purchased Lime initially; thereby non-readiness of Lime and Dolomite Plant will not be a bottleneck.
- At By Product Plant, to complete the balance job under the scope of the then contractor, change order has been issued to M/s Mecon at Risk and Cost and site activities have subsequently started.
- Due to Covid-19 Pandemic, the site progress was affected. There has been extreme shortage of skilled manpower due to large scale migration. Presently, site manpower is improving gradually and few foreign experts have arrived at site for supervision, testing & commissioning.
- All major Statutory Clearances and Factory license have been obtained except stack monitoring system which are under process as per new environmental norms.
- In view of the targeted commissioning dates, NISP Project has given clearance for supply of refractories which was on hold due to Shelf life.
- To increase the fund availability to the contractor's, the amount of Bank Gaurantee has been reduced to from 10% to 3%.
- O & M Contracts are in process of tendering.
- Process for hiring of manpower with requisite skill & experience is underway.

However, there are some critical issues for project completion and Integrated Hot Trial which needs to be addressed.

- Arbitration and other commercial issues with contractors.

- Emerging situation of Covid-19 may impose restriction on foreign travel and local quarantine rules.

[Ministry of Steel O.M. No. 11013(9)/2021-Parl. dated 18.06.2021]

Recommendation Serial No. 9

KIOCL Ltd.

The Committee are pleased to note that turnover of KIOCL Ltd. has been constantly increasing from Rs.1637.18 crore in 2017-18 to 1887.71 crore in 2018-19 to Rs. 1937.65 crore in 2019-20. During the current financial year 2020-21, turnover of KIOCL Ltd. is Rs. 1443.90 crore up to December, 2020. Further, KIOCL Ltd. has constantly been earning profit of Rs. 81.48 crore, Rs. 111.86 crore and Rs. 43.48 crore in 2017-18, 2018-19 and 2019-20, respectively. In the current financial year too, KIOCL Ltd. has earned a profit of Rs. 107.16 crore up to December, 2020. The Committee, however, note that during 2020-21, out of total outlay of Rs. 342 crore, KIOCL Ltd. could utilize only Rs. 17.87 crore. The reason for less utilization is attributed to non-utilization of outlay earmarked for Devadari iron ore Mine Lease Deed Registration and payment of Stamp duty to Govt. of Karnataka, Setting up of Coke Oven Plant (backward integration project) and Ductile Iron Spun Pipe Plant (forward integration project) at Blast Furnace Unit, Mangaluru. As informed, after sustained intervention by Ministry of Steel and KIOCL Ltd., the matter regarding in principle stage-I Forest Clearance for Devadari Mines was listed in Forest Advisory Committee meeting scheduled for February, 2021. Further, EC for Coke Oven Plant had been received during February, 2020 and tendering evaluation is under progress. The Committee would like to be kept informed of the outcome of the above said Forest Advisory Committee meeting for Devadari Mines. The Committee trust that with the combined efforts of the Ministry of Steel and KIOCL Ltd., the works on the two major projects of KIOCL Ltd. will get expedited.

Action Taken

Development of Devadari Iron Ore Mine:- The matter regarding in-principle stage-I Forest Clearance for Devadari Mines was put up in Forest Advisory Committee (FAC) Meeting held on 17.02.2021 for deliberations and recommendations. As per the recommendation of FAC, a Sub-Committee was formed to visit the site and submit a report within a month time. Essential Document Sought (EDS) on 10.03.2021 has been raised by MoEF&CC to State Govt. for reviewing the Compensatory Afforestation (CA) land. The Sub-committee visited Devadari Mine site on 19.03.2021 and had interaction with officials of Forest Dept., GoK, Directorate of Mines & Geology, GoK and KIOCL. On detailed deliberations, the Committee members sought certain clarifications on the points raised by DMG, GoK and KIOCL. During the

meeting, KIOCL submitted its detailed representation with a submission to recommend the proposal for in-principle stage I forest clearance by MoEF&CC, GoI. In response to Sub-committee, KIOCL on 22.03.2021 submitted clarifications on the points raised for utilization of forest land for the purpose of mining as per the mining plan. As per the views of the Committee members, the forest land has now reduced further to an extent of 23 ha from State Govt. recommended earlier area of 388 ha to 365 ha. With this reduction of forest land, the total extent for FC clearance comes to 378.5761 ha (365 ha for mining + 13.5761 ha for downhill conveyor, approach road, power line etc.). Directorate of Mines & Geology also submitted the clarifications to the points raised in the meeting on 22.03.2021. KIOCL has requested the MoEF sub-committee to favourably consider and submit recommendation to FAC for grant of stage I forest clearance approval for Devadari Iron Ore Mine.

Setting up of Coke oven Plant (Backward Integration Project of Blast Furnace Unit) : - The Global Tender floated on 08.02.2020 was cancelled as per the circular of Dept. of Expenditure GFR rules/F. No. 12/17/2019-PPD and Ministry of Steel-AtmaNirbhar Bharat Initiative vide letter dtd:21.05.2020 and Circular from GOI dtd:15.06.2020-Revised Public Procurement Policy. It is pertinent to mention that all existing non-recovery type Coke Oven plants of similar capacities in the country are based on Chinese Technology. Revised domestic open tender were floated incorporating the changes as per the revised Public Procurement Policy. Only one bidder i.e. M/s Tuaman Engineering-Kolkata, participated in the tender with CSIR -Central Institute of Mining and Fuel Research, Dhanbad as the technology partner to build a non-recovery type of coke oven of capacity 180,000 TPA under AtmaNirbhar initiative for which Techno-Commercial evaluation by M/s MECON is being carried out and they are expected to submit their recommendations by end of March, 2021.

Setting up of Ductile Iron Spun pipe (Forward Integration Project of Blast Furnace Unit): - The Global tender was floated on 09-03-2020 and the bid submission date had to be extended upto 30-03-2021 due to non-availability of Department for Promotion of Industry and Internal Trade (DPIIT) clearance to any of the three prospective bidders who were from a country sharing border with India and accordingly had to apply for mandatory DPIIT registration before submission of bid. DPIIT registration is under process and KIOCL Officials including CMD and Directors are regularly following up for early clearance.

[Ministry of Steel O.M. No. 11013(9)/2021-Parl. dated 18.06.2021]

Comments of the Committee

(Please see para 18 of Chapter I of the Report)

Recommendation Serial No. 10

MOIL Ltd.

The Committee are happy to note that MOIL Ltd. has signed a MoU with State Government of Gujarat for mineral exploration and the process for entering into agreement and formation of JVC is being pursued. The Committee would like to be updated with regard to the developments in this regard. Further, MOIL Ltd. has also undertaken procurement of machineries with latest technologies for mechanisation and production enhancement and special initiative has been taken for development of Dongri Buzurg open cast mine for future production capacity enhancement. The Committee trust that MOIL Ltd. will continue taking more initiatives in their exploration and developmental activities to enhance production capacity of the mines. The Committee would like to apprise of the action plan of MOIL Ltd. for procurement of machineries and development of Dongri Buzurg open cast mine during 2021-22.

Action Taken

MOIL has enhanced the capacity of Dongri Buzurg Mine in the year 2020-21 by adding two Hydraulic Excavators of 5.6 Cu.M., eight Rear Dumpers of 60 Ton capacity, Dozer BD155 and one high speed DTH Drill. With existing fleet of departmental HEMMS (Heavy Earth Moving Machineries), overall development capacity of Dongri Buzurg Mine is approximately 50.00 Lakh BCM, which is enough to meet production and development target for the year 2021-22. However, only some of HEMMs shall be replaced in the year 2021-22 after completing their useful lives, viz. two hydraulic excavators of 2.2 CuM capacity and Water Sprinkler 28 KL capacity etc.

1. Enhancement of production capacity :

Out of eleven mines of MOIL, five mines have already reached the maximum production capacity as per Environment Clearance (EC). MOIL has already taken appropriate action for enhancement of EC capacity of these five mines. Out of five mines, MOIL has received enhancement of EC for Gumgaon mine upgraded from 90,000 TPA to 203200 TPA and production shall be achieved in phased manner by 2024-25. Term of Reference (ToR) of Ukwa mine has also been received. Similarly application for Chikla mine for EC expansion is already submitted and ToR is expected very soon. For remaining Munsar and Kandri mines, MOIL is preparing mining plan for production enhancement. After approval of mining plans, application for expansion of capacity of EC will be submitted.

2. Status of MoU signed between MOIL and Gujarat Mineral Development Corporation Limited (GMDC)

Detailed MoU has been signed between MOIL and Gujarat Mineral Development Corporation Limited (GMDC) on 1.10.2019 to explore the possibility of mining of manganese ore in the State of Gujarat.

In this line, MECL has completed exploratory work by core drilling in Phase I, in part of the area of the property and submitted geological report. Based on exploratory work of first phase, MECL has established sizeable resource base of 7.65 million tonnes of manganese ore in Pani area. Based on the 1st phase report submitted by MECL, the property seems to have potential and is viable for manganese mining. As per technical analysis, MOIL will have to resort to underground mining in the long run. To explore the entire area and to establish the structure of the deposit, exploration of ~ 4200 Mtrs in second phase has also been completed by MECL, report of the same is under finalization. This may generate additional resources of manganese ore from the same property.

MOIL is now preparing Techno Economic Feasibility Report based on the 1st phase report of MECL for underground mining operations. As the property seems to be viable, a JVC will be formed between MOIL and GMDC with shareholding of 51% and 49% respectively, in terms of the MoU already signed.

[Ministry of Steel O.M. No. 11013(9)/2021-Parl. dated 18.06.2021]

Recommendation Serial No. 12

MECON Ltd.

The Committee note that MECON Ltd. has exceeded its target for Business Procurement and has procured business of Rs. 3191.75 crore and Rs. 4929.87 crore in 2018-19 and 2019-20, respectively. The Committee are happy to note the surge in profits earned by MECON Ltd. during 2019-20 as compared to 2018-19. The Company earned a profit of 13.7 crore in 2018-19 which rose significantly during 2019-20 to Rs. 69 crore. The gross margin also increased exponentially from Rs. 19.05 crore to Rs. 96.01 crore from 2018-19 to 2019-20. However, it is surprising that during 2020-21 MECON has suffered losses of 131.36 crore (upto January, 2021). While appreciating the tremendous result in achieving Business Procurement for 2 consecutive years, the Committee find that MECON Ltd. could not translate the same into profit. The Committee would, therefore, desire the MECON Ltd. to delve into the reasons for the sudden losses

incurred during 2020-21 and take timely measures to curb them. The Committee would like to be apprised of the steps taken by MECON Ltd. in this regard.

Action Taken

The main reasons for sudden downturn in FY 2020-21 is the unprecedented situation including the following arising due to the ongoing COVID-19 pandemic.

Reasons for the sudden losses during FY 2020-21: -

(a) Project Execution, which constitutes a significant portion of MECON's revenues, came to a standstill during COVID lockdown period.

(b) A number of projects, both in the public & private sector, got deferred adversely impacting the revenues.

(c) Although large value new jobs have been procured in FY 2020-21, but till date, turnover realization from these jobs is also very low due to their being in initial project phase. The turnover realization from these new jobs are subsequently expected to be ramped up with project progress and milestone achievement. Further, some of the orders in the mining sector (like UCIL) have longer gestation period, due to various time consuming statutory clearances, resulting in revenues coming after 2-3 years.

Timely Measures taken: -

- i. Progress of major projects is being monitored very closely by the top management with frequent periodic reviews and pro-active initiatives are taken for quick resolution of key issues with the client. Further, critical impediments / issues affecting the progress are being escalated to the appropriate levels for speedy resolution.
- ii. Teams of senior officials are continuously pursuing our major clients like SAIL, NMDC, RINL, GAIL etc. for early resolution / settlement of extra claims related issues, both for EPC and consultancy assignments.
- iii. Diversification of service portfolio has been adopted as a measure to grab potential business opportunities.
- iv. Speedy execution of ongoing projects post lockdown period being followed for all projects.
- v. Multi-tasking has become the norm for employees to enhance productivity with optimum utilization of resources

[Ministry of Steel O.M. No. 11013(9)/2021-Parl. dated 18.06.2021]

Recommendation Serial No. 13

The Committee note that to enhance steel demand in the country Ministry of Steel has worked closely with Ministries of Railways, Defense, Road Transport & Highways, Shipping, Civil Aviation, Agriculture, Rural development for enhancing steel usage in their respective areas of operation. The Committee are happy to note that despite domestic and international competition during the Covid Pandemic, there has been an increase in production, sale and export of finished steel and appreciate the valuable contribution of Ministry of Steel and its PSUs in Hon'ble Prime Minister's Vision of 'Atmanirbhar Bharat'.

Action Taken

Noted.

[Ministry of Steel O.M. No. 11013(9)/2021-Parl. dated 18.06.2021]

CHAPTER-III

**OBSERVATIONS/RECOMMENDATIONS WHICH THE COMMITTEE
DO NOT DESIRE TO PURSUE IN VIEW OF
GOVERNMENT'S REPLIES**

-NIL-

CHAPTER-IV
OBSERVATIONS/RECOMMENDATIONS IN RESPECT OF
WHICH REPLIES OF GOVERNMENT
HAVE NOT BEEN ACCEPTED BY THE COMMITTEE

Recommendation Serial No. 11

The Committee observe that during 2020-21, out of the total plan outlay of Rs. 196.25 crore, MOIL Ltd. could utilize Rs. 29.81 crore only upto January, 2021. The reason for less utilization is attributed to less or NIL utilization for many of their projects during the year, like Sinking of large Dia High Speed Vertical Shaft at Balaghat Mine, against an outlay of 95 crore only Rs.5.84 crore could be utilized by January, 2021. Also, there was NIL expenditure for 'Sinking of new High Speed Vertical Shaft' at Gumgaon Mine Phase-II, against an outlay of Rs. 75 crore due to nationwide lockdown and migration of workers in view of Covid-19. All the activities for the work of sinking of high speed shaft projects at Balaghat and Gumgaon mines were temporarily suspended. The Committee are, however, concerned to note that the profits of MOIL Ltd. have been dwindling and from Rs. 437.89 crore PAT in 2018-19, the PAT for 2019-20 reduced to Rs.248.22 crore. Till January, 2021, about Rs. 156.36 crore profit has been earned. Further, MOIL Ltd. could not achieve their targets of production of Manganese Ore, Electrolytic Manganese Dioxide and Ferro Manganese during 2018-19, 2019-20 and 2020-21. More than 60% of MOIL Ltd.'s manganese ore production comes from underground mines wherein safety is the most critical factor of operation. The Committee have been informed that in case of five (out of ten) mines, maximum environment clearance (EC) limits have been attained and hence production increase cannot come from these mines. The Committee desire that appropriate action needs to be taken by MOIL Ltd. while administering importance to safety. At the same time, the Committee recommend that MOIL Ltd. should make all efforts to ensure utilization of its outlay for 2021-22 and should identify the reasons for dwindling profits and take necessary measures accordingly.

Action Taken

Mining is an ancient occupation and well recognized as arduous and hazardous and risk is involved in every step. It is prime duty of the Mine Management to ensure safety of men, machinery and material and to protect the overall health of its employees. MOIL Limited, a PSU under Ministry of Steel, is mainly engaged in

excavation and beneficiation of manganese ore giving importance to maintaining highest level of safety standards.

In addition to regular approach on safety and monitoring of safety policies, MOIL has been putting emphasis on the Risk Assessment and Management Plan for each and every activity in which a bit of risk is involved for ensuring compliance to safety standard by inculcating the safe practices and procedures among the workers.

Safety Policy at MOIL :

The comprehensive Safety Policy of MOIL that inter alia encompasses the following: -

- To make continuous efforts towards judicious mechanization of operations and technology adaption.
- To conduct periodic safety campaigns, publicity and propaganda.
- To train and re-train employees at all levels to cope up with changes in underground mining methods and technological changes.
- To enhance the role of the Internal Safety Organization (ISO) by encouraging the Safety Officers, Workmen Inspectors, Safety Committees, etc. to play a proactive role in matters relating to Safety.
- To prepare Risk Management Plan for all mines and for all activities.
- To observe Safety Weeks and conduct Intra/Inter-mines Safety Competitions on a regular basis.
- To conduct periodical Safety Audit.
- To carry out R&D both in-house as well as in association with outside agencies wherever necessary, with a view to improve safety standards.
- To have regular inter-action with the officials of DGMS, Institutes like IIT, NIT to seek their guidance.
- To actively participate in the Mine Rescue Competitions.
- To provide good quality safety / protective gears and strict enforcement of their use.
- To conduct periodical medical examination of workers.
- To conduct diagnostic and preventive health care programmes and organization of Medical Campus for the same.

MOIL operates eleven mines and except four, all other mines are worked through underground operations. In order to improve safety, productivity and conservation of mineral in underground mines, MOIL has introduced pre-mining support system by cable bolting and

thereafter successfully introduced hydraulic sand stowing in all the underground mines. This changed working of underground operations and helped to introduce mobile mining equipments for rapid underground mining operations for the safety, productivity and conservation of mineral. The recently introduced underground equipment are:

- Side Discharge loader (SDL), crawler mounted for mechanised handling of run of mine (ROM) in stope.
- Load, Haul and Dump (LHD) machines, tyre mounted for mechanised handling of drift development waste.
- Single Boomer electro-hydrostatic Jumbo drill machine, for drift development drilling and roof support.

Practices followed in underground mining operations in MOIL

- Timber square set support has been replaced by pre-mining support system by cable bolting and roof bolting. This has helped the improvement in safety standards of all the underground mines of the company.
- Concrete man-way/ore chutes are replaced by steel man-ways/ chutes.
- 5T Granby cars are deployed for transportation of ROM in underground with battery operated locomotives.
- Stope length has been increased from 30 m to 60 m at Balaghat mine for formation of 3 stopes for production, filling and support.
- Level interval has been increased from existing 30 m to 45 m at Balaghat mine below 12th level. This has increased the mineable reserves for exploitation and has also reduced underground development expenditure.
- Single boomer electro-hydrostatic drilling machine is being deployed for development of underground heading at Balaghat mine.
- Sinking and deepening of vertical shafts is in progress at underground mines of MOIL.
- For improvement of ventilation standard at deeper level of the underground mines, high capacity ventilation fan with electrical motors has been installed at Balaghat and Gumgaon mine. Moreover, the gallery dimensions of the deeper levels have been increased.
- All the underground mines are accessible by vertical shafts in MOIL.

[Ministry of Steel O.M. No. 11013(9)/2021-Parl. dated 18.06.2021]

Comments of the Committee

(Please see para 21 of Chapter I of the Report)

**CHAPTER-V
OBSERVATIONS/RECOMMENDATIONS IN RESPECT OF
WHICH FINAL REPLIES OF GOVERNMENT
ARE STILL AWAITED**

-NIL-

**NEW DELHI;
04 August, 2021
13 Sravana, 1943(Saka)**

**RAKESH SINGH
Chairperson
Standing Committee on Coal and Steel**

ANNEXURE-I

Details of Unique Products by RINL

(Unit - "tonne")

Product	Group	Grades	Usage /Segment	FY 2020-21 (Apr to Feb)	FY 2019-20	% growth
				Avg/ Month	Avg/ Month	
Wire Rod Coil	High carbon	HC38 to HC82	Applications like Auto, ACSR , Spring wire & other general engineering	4,695	4,552	3
	Boron Cold Heading	10B21/15B25/19MNB4/10B33	High Tensile fastners	980	127	669
	Electrode	CO2	MIG Welding wire	530	122	335
		IS2879	Industrial electrode	541		
Rolled Rounds	Alloy Steel	16/20MnCr5	components for Auto segment	735	382	92
Billet	Medium carbon	EN8D/35C8/CK45/1049/1030	Forged components for Auto and generals Engineering usage	6,585	5,797	14
	Spring	SUP9/SUP11A/SUP10 /31CrV3/60Si7/55Si7	Manufacturing of leaf Spring for Automobile segment	1,024	807	27
	High Manganese	C18HMN	Manufacturing of HT angles for Transmission Line tower	1,116	656	70
		A105/A105R/1541/37C15	For various flange and auto segment	2,151	1,764	22
Higher dia Cast Round	High Manganese	A105/A105R/LF2/ SA266	For various flange segment	1,445	707	105
	Medium carbon	EN8D	Forging application for general engineering including Crane pully	88		
Flat	Spring Steel	SUP11A	Manufacturing of leaf Spring for Automobile segment	742	427	74
Grand Total				20,631	15,341	34

ANNEXURE-II

**MINUTES OF THE TWELFTH SITTING OF THE STANDING COMMITTEE
ON COAL AND STEEL (2020-2021) HELD ON WEDNESDAY, THE 4TH
AUGUST, 2021 FROM 1530 HRS. TO 1630 HRS. IN HON'BLE
CHAIRPERSON'S CHAMBER, ROOM NO. '210', B-BLOCK, PHA
EXTENSION BUILDING, NEW DELHI.**

PRESENT

Shri Rakesh Singh - Chairperson

Lok Sabha

2. Shri Balubhau Dhanorkar *alias* Suresh Narayan
3. Shri Vijay Kumar Hansdak
4. Shri Kunar Hembram
5. Shri Chandra Prakash Joshi
6. Shri Saumitra Khan
7. Shri S. Muniswamy
8. Shri Ajay Nishad
9. Shri Basanta Kumar Panda
10. Smt. Riti Pathak
11. Shri S.R. Parthiban
12. Shri Komati Reddy Venkat Reddy
13. Shri Chunni Lal Sahu
14. Shri Arun Sao
15. Shri Pashupati Nath Singh
16. Shri Sunil Kumar Singh
17. Shri Sushil Kumar Singh
18. Dr. Beesetti Venkata Satyavathi

Rajya Sabha

19. Shri Anil Desai
20. Dr. Vikas Mahatme
21. Shri Venkataramana Rao Mopidevi
22. Shri Ram Vichar Netam
23. Shri Prabhakar Reddy Vemireddy
24. Shri B. Lingaiah Yadav

SECRETARIAT

- | | | | |
|----|----------------------------|---|---------------------|
| 1. | Shri Pawan Kumar | - | Joint Secretary |
| 2. | Shri Arvind Sharma | - | Director |
| 3. | Shri Uttam Chand Bharadwaj | - | Additional Director |
| 4. | Smt. Geeta Parmar | - | Additional Director |

ANNEXURE-III

(Vide Para IV of Introduction)

ANALYSIS OF ACTION TAKEN BY THE GOVERNMENT ON THE OBSERVATIONS/RECOMMENDATIONS CONTAINED IN THE EIGHTEENTH REPORT OF THE STANDING COMMITTEE ON COAL AND STEEL

I.	Total No. of Recommendations made:	13
II.	Observations/Recommendations that have been accepted by the Government (<i>vide</i> recommendation at Sl. Nos. 1,2, 3,4, 5, 6, 7, 8,9,10,12 and 13):	12
	Percentage of total	92.30%
III.	Observations/Recommendations which the Committee do not desire to pursue in view of the Government's replies (<i>vide</i> Recommendation at Sl. No. Nil):	00
	Percentage of total	0%
IV.	Observations/Recommendations in respect of which replies of the Government have not been accepted by the Committee (<i>vide</i> recommendation at Sl. No. 11):	01
	Percentage of total	7.70%
V.	Observations/Recommendations in respect of which final replies of the Government are still awaited (<i>vide</i> recommendation at Sl. No. Nil):	00
	Percentage of total	0%