

**SAILs Pension Scheme**

3819. SHRI SANJAY SINGH: Will the Minister of STEEL be pleased to state:

(a) whether it is a fact that SAIL's Pension Scheme as per 2nd PRC DPE OM No. 02/70/08-DPE(WC)-GL-XVI/08 dated 26th November, 2008 and DPE OM No. 02/70/08-DPE (WC)-GL VII/09 dated 2nd April, 2009 has been cleared by SAIL Board in its 439th meeting on 9th February, 2017;

(b) whether it is also a fact that all other Maharatna and some Navratna companies have implemented the said pension scheme w.e.f. 1st January, 2007; and

(c) if so, the reasons for non-implementation of the SAIL's Pension Scheme w.e.f. 1st January, 2007?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI VISHNU DEO SAI): (a) Yes, Sir.

(b) The Department of Public Enterprises, the concerned nodal department, does not maintain such data on centralised basis.

(c) Introduction of a pension scheme in a CPSE depends upon confirming to DPE guidelines and fulfilling the relevant factors such as affordability and sustainability of the scheme based on profitability of the company.

**Rationale behind strategic disinvestment of SAIL units**

3820. SHRI SANJAY SINGH: Will the Minister of STEEL be pleased to state:

(a) whether it is a fact that, although global oversupply of steel and demand regression started in 2012, Government was late in taking appropriate safeguard measures only in February, 2016, by which time, damage was already done to Indian steel industry;

(b) whether it is also a fact that Indian steel industry is stressed like Telecom industry; and

(c) if so, rationale behind strategic disinvestment of three SAIL units, Salem Steel Plant, Visveswaraya Iron and Steel Plant (VISP) and Chandrapur Ferro Alloy Plant on one hand and opening of 11 new Steel Processing Unit (SPU) by SAIL in non-steel producing States?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI VISHNU DEO SAI): (a) Global over supply of steel and demand regression started to show

effects in India during FY 2014-15 when imports of total steel (Alloy + Non Alloy) increased by 75.5%. The Government of India accordingly increased the peak rate of basic Customs Duty to 15% from 10% in the Union Budget 2015-16. Government also took trade remedial measures like imposition of Anti Dumping Duty (ADD), Safeguard Duty (SD), Minimum Import Price (MIP), Countervailing Duty (CVD) and issue of Quality Control Orders to prevent import of substandard products.

(b) and (c) A few steel companies who are in substantial debt have been referred to National Company Law Tribunal (NCLT). Strategic disinvestment of following three units of SAIL is being done on the basis of In-principle approval of the Cabinet Committee on Economic Affairs (CCEA) in October, 2016:

1. Salem Steel Plant (SSP);
2. Visveswaraya Iron and Steel Plant (VISP); and
3. Alloy Steel Plant Durgapur (ASP).

These units are not getting closed but the intention is to improve the performance by inducting strategic partner with technology, funds and efficient management.

#### **Steel industry dependent on coking coal imports**

3821. SHRI K. R. ARJUNAN: Will the Minister of STEEL be pleased to state:

(a) whether it is a fact that the domestic steel industry is highly dependent on coking coal imports;

(b) whether it is also a fact that efforts were being made to reduce reliance on imported coking coal by producing more steel in the BF-BOF (blast furnace-basic oxygen furnace) route; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI VISHNU DEO SAI): (a) Yes, Sir.

(b) and (c) BF-BOF (blast furnace-basic oxygen furnace) route depends on the use of coking coal for the production of steel. More production of steel making through BF-BOF route will require additional coking coal, however, specific consumption of coking coal is likely to decrease due to technological intervention. The capacity of steel making by BF-BOF route over the last three years and the present year is as under:—