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**STANDING COMMITTEE ON
COAL, MINES AND STEEL (2025-2026)
EIGHTEENTH LOK SABHA**

MINISTRY OF STEEL

[Action Taken by the Government on the Observations/Recommendations contained in the Eight Report (Eighteenth Lok Sabha) of the Standing Committee on Coal, Mines and Steel on the subject 'Steel Scrap Recycling Policy']

TWENTY SECOND REPORT



**LOK SABHA SECRETARIAT
NEW DELHI
MARCH, 2026/ CHAITRA, 1948(Saka)**

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and Steel on the subject 'Steel Scrap Recycling Policy']**

**Presented to Lok Sabha on 27.03.2026
Laid in Rajya Sabha on 27.03.2026**



**LOK SABHA SECRETARIAT
NEW DELHI
MARCH, 2026/ CHAITRA, 1948 (Saka)**

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COMPOSITION OF THE STANDING COMMITTEE ON COAL, MINES AND STEEL
(2024-2025)

Chairperson – Shri Anurag Singh Thakur

Lok Sabha

2. Shri Sukhdeo Bhagat
3. Dr. Raj Kumar Chabbewal
4. Smt. Roopkumari Choudhary
5. Shri Vijay Kumar Hansdak
6. Smt. Kamlesh Jangde
7. Shri Govind Makthappa Karjol
8. Shri Selvaganapathi T.M.
9. Smt. Jyotsna Charandas Mahant
10. Shri Bidyut Baran Mahato
11. Shri Harish Chandra Meena
12. Shri Ananta Nayak
13. Smt. Bharti Pardhi
14. Shri B.K. Parthasarathi
15. Dr. Manna Lal Rawat
16. Dr. Rajkumar Sangwan
17. Shri Kali Charan Singh
18. Shri Shatrughan Prasad Sinha
19. Smt. Dhanorkar Pratibha Suresh
20. Shri S. Venkatesan
21. Shri Aditya Yadav

Rajya Sabha

22. Shri Subrata Bakshi
23. Smt. Mahua Maji
24. Shri Anil Kumar Yadav Mandadi
25. Shri Manas Ranjan Mangaraj
26. Shri Rwngrwa Narzary
27. Shri Deepak Prakash
28. Shri Aditya Prasad
29. Shri Devendra Pratap Singh
30. Shri Pradip Kumar Varma
31. Dr. Fauzia Khan

COMPOSITION OF THE STANDING COMMITTEE ON COAL, MINES AND STEEL
(2025-2026)

Chairperson –Shri Anurag Singh Thakur

Lok Sabha

32. Shri Sukhdeo Bhagat
33. Dr. Raj Kumar Chabbewal
34. Smt. Roopkumari Choudhary
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49. Smt. Dhanorkar Pratibha Suresh
50. Shri S. Venkatesan
51. Shri Aditya Yadav

Rajya Sabha

52. Dr. Sarfraz Ahmad
53. Shri Subrata Bakshi
54. Smt. Mahua Maji
55. Shri Anil Kumar Yadav Mandadi
56. Shri Deepak Prakash
57. Shri Aditya Prasad
58. Shri Devendra Pratap Singh
59. Shri Pradip Kumar Varma
60. Shri Milind Murli Deora*
61. Shri Sajjad Ahmad Kichloo#

*nominated w.e.f. 16.10.2025 vide Bulletin – Part-II, Para No. 3329 dated 17.10.2025

nominated w.e.f. 05.12.2025 vide Bulletin – Part-II, Para No. 3767 dated 08.12.2025

SECRETARIAT

- | | |
|------------------------------|------------------------------|
| 1. Shri Harish Chandra Bist | Joint Secretary |
| 2. Smt. Reena Gopalakrishnan | Director |
| 3. Smt. Sunanda Chatterjee | Deputy Secretary |
| 4. Shri Sachin Kumar Saini | Senior Secretariat Assistant |

INTRODUCTION

I, the Chairperson, Standing Committee on Coal, Mines and Steel (2025-26) having been authorised by the Committee to submit the Report on their behalf, present this Twenty Second Report (Eighteenth Lok Sabha) on Action Taken by the Government on the Observations/Recommendations contained in the Eighth Report of the Committee on the subject 'Steel Scrap Recycling Policy' pertaining to the Ministry of Steel.

2. The Eighth Report was presented to Lok Sabha on 04.08.2025. Replies of the Government to all the Observations/Recommendations contained in the Report were received on 25.11.2025.

3. The Committee considered and adopted this Action Taken Report at their sitting held on 24.03.2026. The Minutes of the sitting of the Committee has been given at Annexure -I to the Report.

4. An analysis on the action taken by the Government on the Observations/Recommendations contained in the Eighth Report of the Committee is given at Annexure-II.

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

**NEW DELHI;
24 March, 2026
03 CHAITRA, 1948 (Saka)**

**ANURAG SINGH THAKUR
Chairperson,
Standing Committee on Coal,
Mines and Steel**

CHAPTER I

REPORT

This Report of the Committee deals with Action Taken by the Government on the observations/recommendations contained in the Eight Report (Eighteenth Lok Sabha) of the Standing Committee on Coal, Mines and Steel on the subject 'Steel Scrap Recycling Policy' of the Ministry of Steel which was presented to Lok Sabha and laid in Rajya Sabha on 04.08.2025 & 05.08.2025, respectively.

2. The Report contained 18 Observations/Recommendations. The Action Taken Replies have been received from the Ministry of Steel in respect of all the 18 observations/recommendations contained in the Report on 25.11.2025. These have been categorized as follows:

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

Sl. Nos. 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18

Total : 18
Chapter-II

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

NIL

Total : 0
Chapter-III

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

NIL

Total : 0
Chapter-IV

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

NIL

Total: 0
Chapter-V

3. The Committee trust that utmost importance may be accorded to the implementation of the Observations/Recommendations accepted by the Government. In case, where it is not feasible for the Ministry to implement the recommendations in letter and spirit for any reason, the matter may be reported to the Committee along with reasons for non-implementation. The Committee desire that final Action Taken Notes on the Observations/ Recommendations contained in Chapter-I of this Report may be furnished to the Committee within three months of the presentation of this Report.

4. The Committee will now deal with the Action Taken by the Government on some recommendations made in the Report.

Quality of scrap & need for R&D support

(Recommendation No. 16)

5. The Committee in their Report had observed/recommended as under:

“MoS may kindly recall that the Committee’s recommendations on the R&D schemes of the MoS, as contained in the Demands for Grants (2025-26), where in the Committee observed the not so encouraging performance in carrying out R&D- as out of 19 projects sanctioned by them with a budget of Rs. Five crores to different R&D projects carried out in various institutes, only three could be completed and the rest are at different stages of implementation. In this context, the Committee would like to be apprised of the number of R&D projects funded in the field of steel scrap to improve sorting, refining quality, etc. of the steel scrap and their status at the earliest.”

6. In its Action Taken Reply furnished to the Committee, the Ministry of Steel had stated as under:

“Four projects of Metal recovery / utilization of have been sanctioned under the R&D scheme of Ministry of Steel with Government funding of Rs. 5.12 Crore. Progress of these projects are monitored periodically and outcome is expected to promote the circular economy by using metals recovered from slag in steel making”.

7. With regard to the quality of scrap and need for R&D support, the Committee in their original report had noted that out of 19 projects sanctioned under the relevant scheme, only three had been completed while the remaining were at different stages of implementation. The Committee had therefore sought details about R&D projects funded in steel scrap processing to improve sorting and refining quality and wanted to know the current status of these projects. The Ministry, in its action taken reply has stated that four projects of metal recovery/utilization have so far been sanctioned under the R&D schemes with Government funding of Rs. 5.12 Crore and the projects are monitored regularly, with the goal of promoting circular economy by recovering metals from slag in steel production. The Committee wish to be apprised of the present status of such projects so far been sanctioned under the R&D projects in the field of Steel Scrap.

Occupational safety and Health hazards

(Recommendation No. 18)

8. The Committee in their Report had observed/recommended as under:

“The steel scrap sector, which at present is predominantly an informal sector, employs unskilled and semi-skilled workers to process the scrap. The sector is being transitioned to a formal sector in the very near future, with large number of people engaged in collection, processing, sorting, refining, etc., of the steel scrap. The Committee, therefore, feel it is imperative to formulate policy, regulations and rules on the “Occupational Safety and Health hazards” of the people working in the Steel scrap sector and put them in place at the earliest.”

9. In its Action Taken Reply furnished to the Committee, the Ministry of Steel had stated as under:

“Ministry of Environment, Forest and Climate Change (MoEF&CC) has issued Hazardous & Other Wastes (Management & Transboundary Movement) Rules to ensure the safe storage, treatment, and disposal of hazardous waste in an environmentally sound manner and to promote safety and health of workers involved in recycling units.

The Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 (as amended) lay down provisions for environmentally sound management of End-of-Life Vehicles (ELVs) and prescribe safety and environmental safeguards to be followed by RVSFs”.

10. The Committee in their Original Report had observed that the steel scrap sector in India is mostly informal as it employs many unskilled and semi-skilled workers who process the metal scraps and was also of the view that the sector in near future is being transitioned to a formal sector, with large participation of people in collection, processing, sorting, refining, etc., of the steel scrap. The Committee, had felt it imperative to formulate policy, regulations and rules on the occupational safety and health hazards of the people working in the Steel scrap sector.

The Ministry, in its action taken reply, has submitted that the Ministry of Environment, Forest and Climate Change has introduced rules to safely manage hazardous waste through proper storage, treatment, and disposal. The Ministry also submitted that these guidelines ensure environmental protection while also safeguarding the well-being of workers involved in recycling processes. The Ministry further submitted that The Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 lay down provisions for scrapping End-of-Life Vehicles (ELVs) safely and ensure environmental protection by scrap facilities. The Committee, while observing that policies, rules and regulations for safeguarding workers are crucial for the development of steel scrap sector, desire that the Ministry of Steel may align and strengthen its initiatives regarding occupational safety and health hazards in steel scrap recycling units with the rules of the aforesaid Ministries.

CHAPTER II

OBSERVATIONS / RECOMMENDATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT

Policy initiatives taken and action taken by different Ministries on steel scrap

(Recommendation No. 1)

The Committee observe that the Govt of India (Ministry of Steel) has notified Steel Scrap Recycling Policy (SSRP) in November, 2019. The objectives of the policy include Promoting circular economy in the steel sector, promoting –

- (a) six Rs - Reduce, Reuse, Recycle, Recover, Redesign and Remanufacture
- (b) formal & scientific collection, dismantling & processing activities for end-of-life products, in safe and environmentally friendly manner, that are sources of recyclable ferrous, nonferrous & metallic scraps, thus minimizing the dependency on imports
- (c) creation of Mechanism for treating waste streams and residues produced from dismantling and shredding facilities, etc.

In pursuance of the SSRP 2019, the Committee note, different ministries have formulated ministry specific policies. For instance, Ministry of Road Transport and Highways (MoRTH) Vehicle Scrapping Policy to phase out older, unfit polluting vehicles; Ministry of Mines (MoM) has brought out 'National Non-ferrous Metal Scrap Recycling Framework, 2020' for developing a formal and well-organized recycling ecosystem; Ministry of Environment, Forest & Climate Change (MoEF&CC) has brought in the Environment Protection (End-of-Life Vehicles) Rules, 2025, establishing a framework for managing End-of-Life Vehicles (ELVs) in an environmentally sound manner and mandates Extended Producer Responsibility (EPR), etc. Ministry of Shipping has notified Recycling of Ships Act, 2019 to regulate and promote the safe and environmentally sound recycling of ships. While appreciating the afore mentioned ministries for taking path breaking policy initiatives and the concrete steps taken to implement these initiatives in pursuance of SSRP, 2019 of the Steel Ministry, the outcome of these actions appears to be muted and sub optimal after nearly six years of their implementation and hence require further steps and course correction in their implementation as dealt in the succeeding suggestions / recommendations.

Reply of the Government

India's steel consumption has witnessed a significant uptrend in recent years, largely fueled by sustained growth in core sectors such as infrastructure, construction, real estate, and manufacturing. The government's continued emphasis on large-scale infrastructure projects ranging from highways and railways to urban development initiatives has created robust demand for steel across multiple value chains. Reflecting this momentum, the country's per capita steel consumption has grown from 61 kg in FY 2014-15 to 108 kg in FY 2024-25, marking a strong annual growth rate of around 11 to 13 percent.

Despite this remarkable rise, India's steel consumption per capita remains lower than the global average of 215 kg as recorded in Calendar Year 2024. This gap, however, presents substantial growth potential as India continues to urbanize and industrialize at a rapid pace. Given steel's long service life, it is expected that end-of-life (EoL) ferrous scrap generation and the steel recycling ecosystem will expand considerably in the coming years.

Recognizing this opportunity, various ministries have initiated strategic measures to formalize and strengthen the ferrous scrap recycling sector. These efforts include the development of regulatory frameworks, technological adoption, and incentives aimed at improving scrap collection, segregation, and processing efficiency. The initiatives are acting as catalysts for channelizing idle scrap resources into productive recycling streams. Furthermore, based on continuous stakeholder engagement, feedback, and on-ground experiences, ministries are reviewing and refining existing policies to address operational challenges, remove bottlenecks, and ensure a more sustainable and circular steel economy for the future.

Ministry of Steel O.M. No. H-11013/19/2025-Parl dated 25.11.2025

Lack of comprehensive data base on steel scrap sector- Need to have one.

(Recommendation No. 2)

As per the Government of India (Allocation of Business) Rules, 1961 (as amended up to 05 May, 2025) the Ministry of Steel (MoS) has been allocated the 'Scrap Steel' subject. MoS has submitted that at present the mandate of the Ministry pertains to 'processing and consumption of steel scrap' only. In response to the Committee's request, as mentioned at para 4 of part I of the Report for 'year wise and sector wise steel scrap generation' data since 2020-21, MoS, submitted the data for the year 2023-24 only that too from multiple secondary,

indicative sources/ publications, without mentioning any reasons for not furnishing data for three years (from 2019-20 to 2022-23) from its very own steel sector of which it is the administrative Ministry. Responding to Committee's subsequent request (as stated at para 6 of part I of the Report) for data on industry wise steel scrap generation, usage, imports, exports, etc across ministries / departments for the last five years, MoS could furnish the data from multiple secondary and indicative sources/publications/different departments /task forces/ study groups, etc. The written replies and the depositions made before the Committee amply make it clear that:-

- (i) There is no Centralised data base available as of now, even after formulation and implementation of Steel Scrap Recycling Policy (SSRP), since 2019. The data is spread across different ministries / organisations.
- (ii) MoS is not maintaining data base of even steel scrap being generated from steel sector of which it is the administrative Ministry leave alone data from other ministries/ departments concerned
- (iii) MoS is supervising and monitoring the implementation of SSRP, 2019 without even primary database, an essential prerequisite for any meaningful and effective policy formulation and implementation.
- (iv) No concrete efforts seem to have been made by MoS to realise the importance of centralised data for effective implementation of the policy. The representatives of the MoS during their deposition before the Committee and in subsequent written replies, repeatedly referred not only about the absence of mandate to maintain database, but also conspicuously silent on the need of the same and also the efforts made by them to bring steel scrap database management under their mandate. The Committee feel that approach of the MoS towards data management is not pro active.
- (v) Even the mandate of MoS – 'steel scrap processing and consumption' appears to have been interpreted in a way that it does not include data collection and maintenance on the subject as is borne by the fact that data on steel scrap consumption, mentioned at para 6 of part I of the Report, is also collected from different sources.

The Committee are of the considered view that data-based decisions leads to improved outcomes, enables public to appreciate and understand the issues, muster support for policies framed by the Govt and allow them to respond effectively in tackling emerging challenges. The Committee are also of the view that the steel scrap sector in India is in its

incipient stage and there exist huge potential to generate and use of scrap in India. In view of the afore mentioned and also in view the committee's conclusions at para 3 above, they suggest and recommend that: -

- (i) A robust database of steel scrap be developed. For the purpose, an exclusive web site/portal be created, developed and maintained containing data on every aspect of steel scrap such as steel scrap generation and its usage across various sectors, up dation of data at regular intervals, policies, programmes, benefits of steel scrap usage for general public, comparative performance of steel scrap recycling in India vis-a- vis other countries, etc.
- (ii) The proposed ferrous (steel) scrap recycling website be linked to the websites of Ministries concerned such as Ministries of Railways, shipping, Road transport and Highways, MoEF&CC , heavy Industries, etc. Any changes made in the data and details by these ministries may also be reflected in the comprehensive data base on the Steel Scrap
- (iii) The website site may also be linked to all the States and Union Territories (UT) to enable them to upload the data State/UT wise on the subject . This will enable the Central govt / concerned Ministry to monitor the steel scrap related data and other related matters and the State Governments may also be requested to have the data and details of steel scrap generated in that State/ UTs included/uploaded in the website.
- (iv) The afore mentioned database mechanism / website will replace the current system of disaggregated mode of collection and compilation of data on steel scrap. The website/ portal should become a source of comprehensive, reliable, credible, authentic and effective database management of steel scrap in India which is essential for formulating policies, implementing them in an effective manner and enabling the Govt to arrive at informed decisions.

Reply of the Government

To effectively maintain a comprehensive database of steel scrap generated from various sectors, the Ministry of Steel has undertaken several key initiatives. The Ministry is currently conducting a detailed study to understand the ferrous scrap ecosystem in India, covering multiple dimensions such as scrap generation, availability, consumption, and overall utilization trends. In addition, efforts have been initiated to collect data aimed at assessing the untapped potential of scrap resources and developing future projections for sustainable supply.

Furthermore, the Ministry has taken note of the suggestions to establish a centralized database through a dedicated web portal for tracking steel scrap generated across different sectors. A final decision on this proposal will be taken in consultation with the concerned Ministries, Departments, State Governments, and other relevant stakeholders to ensure an integrated and efficient data management framework.

Ministry of Steel O.M. No. H-11013/19/2025-Parl dated 25.11.2025

Need to designate Nodal Ministry in r/o Steel scrap matters

(Recommendation No. 3)

The Committee note that MoS in their depositions and in subsequent written replies have repeatedly stated that so far, no Govt organisation has been made responsible for collecting and maintaining database on steel scrap in India. They further note that MoS is the primary user of steel scrap, generates 50 % (approx.) of the entire steel scrap and is also the implementing Ministry of the SSRP, 2019. The Committee, considers it appropriate to recommend that: -

- (i) Ministry of Steel (MoS) may be designated as the nodal agency for capturing, collecting, compiling, updating, sharing, disseminating, etc. of the data on steel scrap generation, usage, imports, exports, (state wise, sector wise), etc. In other words, the MoS will act as data base manager and also a one stop solution for all data related queries /issues in steel scrap sector. The ultimate objective is to evolve the database as a primary source of data on steel scrap in India. Necessary systems and procedures including the website/portal as mentioned at sl no. 3(i) above, may be put in place with defined timelines to give effect to the recommendation enabling informed policy decisions.
- (ii) The responsibility for collection of data on steel scrap and creating and maintaining comprehensive data base on steel scrap as recommended at above para (i) may be included in the 'MANDATE' of the Ministry of Steel.
- (iii) Necessary changes to the Govt of India (Allocation of Business) Rules, 1961 may be effected empowering the Ministry of Steel with the mandate mentioned at (ii) above at the earliest.

Reply of the Government

Ministry of Steel can monitor the data of scrap consumption in steel production. However, as far as scrap generation is concerned, it is possible only by sampling through periodic study.

Presently ferrous scrap is generated from multiple sources mostly unorganized such as household goods, constructions & demolition and picking up from home, landfill etc. by Kabariwala. A major chunk of this scrap is sold for secondary use and only a part becomes end of life and used in steel production. It is pertinent to mention that ferrous scrap is 100% recyclable and whatever comes to end of life finds its way to further steel production, except small percentage, which may get lost in handling being very small product. Therefore, scrap consumption in steel generation can give a fair idea of scrap generation too.

Ministry of Steel O.M. No. H-11013/19/2025-Parl dated 25.11.2025

Steel scrap consumption, generation and imports in India

(Recommendation No. 4)

The data furnished by MoS and as mentioned at para 6 of part I of the report shows that the total scrap consumption in India over a period of five years has grown from 26.22 Million Tons (MTs) in 2019-20 to 33.36 MTs in 2023-24, a growth of 27 % during the period. The domestic generation of steel scrap which stood at 19.65 MTs in 2019-20 has gone upto 24.67 MTs in 2023-24, an increase of 25%. The imports which stood at 6.57 MTs in 2019-20, has however, gone up to 8.69 MTs in 2023-24, showing an increase of 32% in the same period. This shows the domestic generation of scrap is not enough to meet the growing demand for steel scrap in India.

While the Committee are glad to note that the rising demand for steel scrap in India is a sign of increased importance given to scrap based steel making, they apprehend that increasing reliance on imports may not augur well for the domestic scrap-based steel industry. It is because many developed and developing countries namely Japan USA, Italy, Spain, Iran and Mexico whose steel production through secondary route stood at 25%, 68%, 81.5%, 65.7%, 90.8% and 75.8% respectively in 2018 has gone up to 26.4%, 71.8%, 87.9%, 69.2%, 92% and 93.5 % respectively of their total steel production in 2024.

The above trend and preference for steel making through secondary route , the Committee believe, is due to decarbonisation of steel making process which primarily involves replacement of natural resources such as iron ore with scrap as raw material that offers immense benefits in terms of savings in Energy (74%) , raw material (90%,) and water (40%) in addition to reduction in (a) GHG emissions (76%); (b) air pollution (85%); and, (C) mining waste (97%).

In the light of the above, the Committee are of the view that India can't offer to miss the opportunity and want the MoS to lead the initiatives in coordination with other ministries concerned in enhancing the scrap-based steel production in India without any further loss of time. The Committee are further of the view that bureaucratic hurdles should not be allowed to come in the way of implementing policy initiatives to move towards decarbonisation of steel in defined timelines.

Reply of the Government

Ministry of Steel is actively coordinating with key Ministries e.g. Ministry of Road, Transport & Highways (MoRTH), Ministry of Ports, Shipping and Waterways (MoPSW), Ministry of Housing & Urban Affairs (MoHUA) etc. for scrap and Ministry of Environment, Forests and Climate Change (MoEF&CC) for Extended Producer Responsibilities (EPR) policies. The committee has rightly pointed out that developed nation use 70% to 90% scrap in their steel production by replacing natural resources iron ore. This is because they have industrialized early and steel used therein is now coming to end of life in form of scrap. India will take some time to reach this stage as explained in reply of observation / recommendation no.1.

Ministry of Steel O.M. No. H-11013/19/2025-Parl dated 25.11.2025

Exports of steel scrap

(Recommendation No. 5)

Data at para 6 of part I of the report shows that a small quantity of steel scrap worth Rs. 100 crore (approx.) was also exported in 2023-24. In written reply to queries (i) why are the exports allowed, however limited quantities, when there is a scarcity of scrap in domestic market? (ii) do the exports fetch more prices than the domestic prices; and, (iii) the value of the steel scrap has gone up despite the quantum of steel scrap generated in 2020-21 has gone down *vis-a-vis* that of the previous year 2019-20, MoS in a written reply submitted that the export and import of steel scrap are governed by market dynamics, techno-commercial issues taken by the individual companies and other concerned authorities. The Committee, in view of the shortage of scrap, may like to consider reviewing exports of steel scrap.

Reply of the Government

The steel sector operates as a deregulated industry, meaning it is not directly controlled or restricted by the government in terms of production, pricing, or distribution. Decisions related to the export and import of steel scrap are primarily influenced by prevailing market

dynamics such as global demand, supply conditions, and price fluctuations. In addition, individual companies make techno-commercial decisions based on factors like production requirements, cost efficiency, quality standards, and technological processes. This allows companies the flexibility to operate in a competitive environment, optimize resource utilization, and align their trade practices with both domestic and international market trends.

Ministry of Steel O.M. No. H-11013/19/2025-Parl dated 25.11.2025

Steel production through EAF and IF secondary routes - Comparison with other countries.

(Recommendation No. 6)

An analysis of the data on steel production through primary routes (Blast Furnace / Basic Oxygen Furnace), Electric Arc Furnace (EAF) and Induction Furnace (IF) mentioned at para 21 of part I of the Report shows that from 2017-18 to 2024-25, steel production through BF/BOF and EAF route has come down by 5% each and corresponding increase in production by 10% through Induction Furnace (IF) route. The Committee also note that steel making through EAF and IF routes use coal and gas based DRI (Direct reduced Iron) and the average percent of scrap used as raw material stood at 21% in India as compared to 22%, 57%, 34% 68%, 39% and, 85% in China, EU, Japan, USA, Russia and Turkey respectively in 2022. The data shows India has to do a lot to catch up with the developed countries in usage of scrap. As suggested elsewhere in the report, necessary, enabling and facilitating systems, procedures, processes and their implementation at the ground level be taken up with the authorities at regular intervals to create an ecosystem where scrap value is appreciated / recognised and used in the steel making process.

Usage of scrap in crude steel production

(Recommendation No. 7)

Analysis of the data on crude steel production and the usage of scrap, both in absolute and percentage terms, since 2019-20 reveals that though scrap consumption in making crude steel has gone up continuously from 26.22 MTs in 2019-20 to 33.37 MTs in 2023-24 in absolute terms (except in 20-21), the scrap consumption in percentage terms of the total crude steel production has witnessed a decline of 1% during the same period. Such a

declining trend, the Committee observe, is diametrically opposite to the increasing trend in usage of steel scrap prevalent in advanced countries such as the US (69.7 to 71.8%), Italy (81.5 to 87.9%), Spain (68.8 to 69.2%) and developing countries namely Iran (90-92%) and Mexico (76.9 to 93.5%). The MoS attributed the decline due to EAF/IF production in India which still relies significantly on sponge iron (DRI) along with scrap, due to economics and the limited availability of clean, segregated, and high-quality domestic scrap. The Committee, therefore, are of the view that such a declining trend of scrap usage despite favourable policy environment shows the lack of implementation of the policies at the ground level in an effective way making available required quantities of scrap in an organised and formal way and accordingly recommend the corrective steps may be taken in a defined timeline.

Reply of the Government

Steel is a long-lasting material that takes around 40 to 50 years to reach to the end of life stage where it can be recycled. In developed countries, the availability of end-of-life steel products is high because of their early industrialization and the large volume of goods that have already completed their life cycles. In contrast, India's relatively late industrialization means that steel products here will take time to reach the recycling stage in large quantities. To address the current shortage of scrap, Direct Reduced Iron (DRI) is being used as a substitute metallic input, particularly in the Electric Arc Furnace (EAF) route of steelmaking, to meet the growing demand of steel driven by infrastructure, housing, and manufacturing sectors. However, as steel consumption continues to rise rapidly in India, the availability of scrap is also expected to increase in the coming years, gradually leading to the development of a robust scrap recycling ecosystem similar to that of developed nations.

Recognizing this opportunity, various ministries have initiated strategic measures to formalize and strengthen the ferrous scrap recycling sector. These efforts include the development of regulatory frameworks, technological adoption, and incentives aimed at improving scrap collection, segregation, and processing efficiency. The initiatives are acting as catalysts for channelizing idle scrap resources into productive recycling streams. Furthermore, based on continuous stakeholder engagement, feedback, and on-ground experiences, ministries are reviewing and refining existing policies to address operational challenges, remove bottlenecks, and ensure a more sustainable and circular steel economy for the future.

Ministry of Steel O.M. No. H-11013/19/2025-Parl dated 25.11.2025

Scrap steel production - Achievement of target set under Steel Policy, 2017

(Recommendation No. 8)

The Committee note that Steel Policy 2017, targeted to achieve 35-40% of the projected steel out put of 300 Million tons by 2030 through scrap-based steel. The Committee, in view of the existing lack of adequate supporting structures, policies, programmes for scrap collection and its usage, in a formal way, believe that it seems a tall order to achieve the 35-40% of total steel production using scrap by 2030 and accordingly suggest to ramp up the supporting systems, processes and mechanism to realise the targets set.

Reply of the Government

The National Steel Policy (NSP), 2017 has no such target to achieve 35-40% of the projected steel output of 300 Million tons by 2030 though scrap –based steel. However, NSP, 2017's projection is that 60-65% of steel production in 2030-31 shall be coming through BF-BOF route and rest (35-40%) through EAF/IF route. EAF/IF units uses scrap alongwith DRI as inputs in steel productions. At present, IF and EAF units charge around 38% and 12% scrap respectively blended with DRI.

The Committee's suggestions to ramp up the scrap based production have been duly noted. In addition to implementing the Scrap Recycling Policy, the Ministry of Steel is actively coordinating with key ministries to promote the recycling of idling scrap. However, maximizing the use of scrap in steelmaking will take time, as end-of-life steel products are currently not available in sufficient quantities in India. As the country's steel-intensive goods gradually reach the end of their life cycle in the coming years, the availability of scrap will increase. Consequently, scrap-based steel production is expected to grow steadily, contributing to a more sustainable and resource-efficient steel industry. Various measures taken by Ministry of Road, Transport & Highways, Ministry of Ports, Shipping & Waterways and Ministry of Environment, Forest and Climate Change will also accelerate the scrap availability.

Ministry of Steel O.M. No. H-11013/19/2025-Parl dated 25.11.2025

**Need for developing informal scrap markets into formal scrap markets in
organised sector**

(Recommendation No. 9)

The Committee also observe that both IF and EAF can use upto 100% scrap in steel production. However, MoS stated that based on economics and availability, currently scrap is used partially. For the rest, sponge iron /DRI is used. The Committee, therefore, are of the view that it is lack of availability of scrap in required quantities, hampering the ramp of steel production using scrap and hence suggest that specific steps be taken to ensure the availability of scrap in required quantities in defined timelines, which the Committee believe is possible only when the informal scrap markets transition to formal scrap markets are duly recognised and encouraged by the State and Central Govts. The Committee also want the Ministry to put in place a road map along with timelines, to formalise the sector. As a first step towards formalisation, 'Kabadiwallahs' and scrap dismantlers /dealers in informal sector may be considered for organising themselves into cooperatives due to advantage it offers in terms of formation, operations, economic and social benefits, etc.

Reply of the Government

The Ministry of Steel recognizes that formalizing the informal scrap market can significantly enhance scrap availability for steel production. The informal sector, currently plays a dominant role in scrap collection and distribution, but its nature poses challenges for formalization, including tax evasion and operational opacity. Scrap dealers in the informal sector frequently avoid paying GST, making transactions less transparent and reducing government revenue while undermining fair competition in the market. To address these issues, Government of India has taken following steps: -

- (i) Introduction of the Reverse Charge Mechanism (RCM) to enable the collection of GST directly from registered buyers of scrap, ensuring greater tax compliance and improved transparency in transactions.
- (ii) Ministry of Road, Transport and Highways has taken initiatives to create network of RVSFs across the country.
- (iii) Ministry of Environment, Forest & Climate Change issued Extended Producers Responsibility (EPR) mandates for the recovery and recycling of end-of-life vehicles, construction and demolition waste, and other recyclable materials.

(iv) Time to time, Ministry of Steel through various campaigns on social media platforms encourages citizens of the country to dispose of idling scrap and household scrap.

Effective formalization not only curtails the grey market but also improves accountability, price discovery, and ensures tax compliance through mechanisms like GST. Bringing more scrap dealers into the formal sector will help create a reliable supply chain, foster efficient recycling practices, and facilitate better policy enforcement to support sustainable steel production. Despite the complexities and resistance from entrenched informal systems, continued efforts and stakeholder engagement are on to achieve a transparent, organized, and GST-compliant scrap market in India.

In this endeavor, State Governments also play crucial role to organize the informal scrap market. Hence, efforts are being to involve Stakeholder Ministries and State Governments to define their roles towards formalization of the informal scrap market in India.

Ministry of Steel O.M. No. H-11013/19/2025-Parl dated 25.11.2025

Economics of routes of steel making

(Recommendation No. 10)

The Committee while noting that (i) Blast Furnace / -Basic OF route is the most efficient and cost effective, with an average of 15-20% of EBIDTA margin; (ii) EAF&IF routes has on an average of 3-7% EBIDTA margin with the present charge mix (25% scrap mix) ; (iii) Significantly, lower capital intensity for EAFs/IFs(-INR73,100/t) ; (iv) lower installation time for capacity – for EAFs/IFs(1-2 years) as compared to BF -BOF (4-5 years) ; and, (v) High flexibility on the capacity and thus investment required-EAFs/ IFs, especially small capacity EIFs (-10kt/year), can be installed quickly due to smaller modular capacities. In contrast, BF-BOFs set ups typically exceed 1mt/year, requiring higher capital and longer lead times, sought clarification from MoS whether the above-mentioned economics take into consideration the energy savings, raw material and water consumption savings and reduction in GHG emissions, air pollution and Mining waste and its extended impact on the environment and health of the population, MoS in a reply merely stated that the cost of crude steel with present mix of 25% scrap+ 58% DRI+ 17% Pig iron, is cheaper by 10% in case of increased use of scrap (80% scrap +20% DRI) due to availability of coal based DRI at competitive rates. The impact of Green House Gas (GHG) has, however not been considered in such an assessment. As the Govt itself is emphasizing the production of decarbonized

steel (green steel) the Committee, considers fit to recommend that impact of GHG emissions should be taken into consideration while calculating cost of scrap steel. The reply of the Ministry is also silent whether the cost includes savings in energy savings. The Committee, therefore, want MoS to clarify this aspect.

Reply of the Government

During the meeting held on 24.06.2025, a scenario analysis was shown to the Committee highlighting that the cost of crude steel production especially in EAF/IF route with the current charge mix (25% scrap + 58% DRI + 17% Pig iron) with respect to the target of increased usage of scrap (80% scrap + 20% DRI) is cheaper by 10% approximately especially due to the availability of coal based DRI at competitive prices. It is pertinent to mention that impact of energy savings thus GHG emission have been taken into consideration in such comparison.

Moreover, steel industry is deregulated sector where the selection of specific routes as well as use of raw materials as charge mix by an individual company is governed by market dynamics, techno-commercial issues and other relevant factors. As explained in forgoing paragraphs, scrap generation and ecosystem will evolve with time, more scrap will be available at cheaper rate and transition can be seen in line with the developed nations.

Ministry of Steel O.M. No. H-11013/19/2025-Parl dated 25.11.2025

Emission intensity and the need for decarbonisation

(Recommendation No. 11)

The Committee note that steel industry accounts for 12% of India's total emissions, necessitating its decarbonization crucial for meeting the country's climate goals. The data on the emission intensity of India's steel industry as furnished at para 30 of part I of the report shows that currently, the average emission intensity of the steel sector in India is 2.54 tonnes CO₂/tonne of crude steel (tCO₂/tcs). The Committee note that emissions intensity varies widely due to volume of production, proportion of scrap used, the type of fuel utilized and the technology used. The data shows that Indian steel industry's average emission intensity at 2.54 t CO₂/ tcs is (i) more than double that of Europe, Turkey, USA which is in the range of 0.79 to 1.06 tCO₂/tcs, (ii) far higher than that of south Korea , Japan and Russia (whose intensity is in the range of 1.35 to 1.65 tCO₂/tcs) (iii) higher than that of China (at 2.01

tCO₂/tcs). The afore mentioned data underscores the need for faster shift to scrap based steel production. This further necessitates the urgency of collecting, processing, sorting, refining and developing scrap markets in an organized way.

As the policy and legal frameworks for steel scrap have already been put in place about few years back, the Committee recommend that necessary administrative structures, clearly defining the mandate of the ministry/ dept concerned, to avoid turf wars stymying and stifling the development of scrap sector, should be set up and made operational without any further delay.

Reply of the Government

The suggestions of the Committee has been noted. As far as mitigation of GHG emission in steel sector is concerned, Ministry of Steel is taking multipronged approach in addition to promoting scrap. Following are few major activities taken by Ministry of Steel in this regard: -

- (i) On 23.12.2024, India became the first country to notify the 'Taxonomy of Green Steel'. Green Steel Taxonomy provides a framework for production of green steel, creation of market for green steel and seeking financial support.
- (ii) A report titled "Greening the Steel Sector in India: Roadmap and Action Plan" has been released on 10.09.2024, based on the recommendations of the 14 Task Forces constituted by this Ministry for this purpose. This report provides a comprehensive overview of steel sector and discusses the various pathways for the decarbonization of the steel sector and sets up short term, mid-term and long-term strategy to reduce the GHG emission.
- (iii) Ministry of Steel has also awarded 05 pilot projects for use of hydrogen in steel sector under National Green Hydrogen Mission. These projects are being implemented in key focus areas such as - partial hydrogen injection in vertical shaft based DRI to substitute natural gas and use of hydrogen in existing blast furnace to reduce coal and coke consumption.

Ministry of Steel O.M. No. H-11013/19/2025-Parl dated 15.11.2025

Preference for green steel in public procurement

(Recommendation No. 12)

The Committee also want the Ministry to explore the possibility of giving preference to green steel (steel made of scrap) at least for a specific period (say 5 years) in public procurement to incentivize and encourage the manufacturers to adopt scrap-based steel making.

Reply of the Government

The Ministry of Steel has made efforts to formulate a Green Steel Public Procurement Policy, aiming to mandate preference for green steel in public purchases. However, during consultations with stakeholder Ministries, concerns were raised that this policy could increase government's present expenditure and pose cost challenges for the consumers and its downstream industries. Such added costs may adversely affect micro and small enterprises (MSEs), potentially impacting the broader economy as well. Therefore Government of India is working with a comprehensive approach to achieve net zero by 2070 without compromising the progress of the nation.

Ministry of Steel O.M. No. H-11013/19/2025-Parl dated 25.11.2025

Industry status to steel scrap recycling sector

(Recommendation No. 13)

The Committee note that the issue of according 'Industry status' to scrap recycling was referred to Ministry of Finance (Dept of Revenue) way back in 2020. The Dept of Revenue took a stand that setting up of a scrapping centre may not qualify as a manufacturing activity/ industry under section 35AD of the Income Tax Act,1961. The Committee view that according 'industry status' to scrap recycling sector is not merely for the purpose of tax exemptions / benefits. 'Industry status' to recycling sector, which at present is predominantly in unorganised sector, the Committee believe, would hasten its transition to 'organised sector' with huge attendant benefits such as attracting investments, both domestic and foreign, generation of employment, skill development and training, etc. They view that granting 'industry status' to the recycling sector would be a transformative step towards harnessing the full potential of the sector. Such a step would also enable the entrepreneurs to avail bank loans to fund setting up of scrap collection and dismantling Centers and accordingly recommend MoS to take up the matter with the authorities concerned at the earliest.

Reply of the Government

Scrap processing has not been given the status of 'Industry' under section 35D of the Income Tax Act, 1961, mainly because most scrap operations are considered part of recycling or waste management activities rather than manufacturing, and often fall under categories related to essential environmental services or service sectors rather than industrial ones. Traditionally, for an activity to receive industry status and related tax benefits under section

35D, it must be involved in manufacturing, production, or industrial operations as classified by Indian industrial regulations, such as the National Industrial Classification (NIC) and other statutory norms.

Scrap processing, while crucial for the steel sector, is typically regulated under environmental and waste management laws and is categorized apart from manufacturing industries in various policy documents and classification schemes. Environmental concerns, informal sector prevalence, and the historical treatment of scrap as a secondary input contribute to this classification gap. As a result, scrap processing activities are not always recognized for the capital expenditure deduction benefits allowed to industries under section 35D, unless they are proven to undertake manufacturing processes or fall under the designated industrial sector definitions.

Under section 35D of the Income Tax Act, 1961, an eligible "industry" is generally defined as one that is engaged in manufacturing or producing articles, goods, or things, or in the business specified as "industrial" under Indian statutory and regulatory norms. The criteria often reference the definitions provided under the Industries (Development and Regulation) Act, 1951, which classify activities considered as industry for tax deduction and other fiscal benefits.

Eligible industries typically must: -

- Undertake manufacturing, production, or processing activities.
- Fall under the categories listed as "industry" in official Indian industrial policies or the National Industrial Classification (NIC) codes.
- Operate as entities engaged in business activities not excluded by relevant government notifications, circulars, or negative lists under Indian law.

Activities such as trading, services without manufacturing, or waste management not classified as manufacturing may not qualify for "industry" status under section 35D.

Ministry of Steel O.M. No. H-11013/19/2025-Parl dated 25.11.2025

Awareness campaigns about steel / ferrous recycling

(Recommendation No. 14)

The Committee are of the view that presently households dispose of old/ worn out/ unused household consumer durables such as refrigerators, washing machines, and other consumer durables commonly referred to as 'white goods' to the unorganised 'kabadiwallahs' relies on manual dismantling and segregation of scrap components, which may increase the price of the scrap. Further, the unorganised and informal scrap dismantling entities may not be able to segregate the scrap in safe and ecofriendly manner. This underscores the need for formalisation of the steel scrap sector. The Committee believe that creation of awareness campaigns goes a long way in encouraging public participation in organised recycling of the steel scrap. The awareness campaigns may include (a) introducing recycling of scrap and its benefits in the school curriculum (ii) media campaigns in print, electronic and social media about recycling, circular economy and its positive impact on conservation of natural resources and protection of environment, etc. (iii) engaging with Civil Society Organisations (CSOs) to strengthen education and outreach initiatives.

The Committee also recommend that after setting up of scrap dismantling, processing sorting centres, a campaign may be carried out on the lines of 'Swatchhata Abhiyaan' to collect the old/ worn out/ unused household consumer durables such as refrigerators, washing machines, and other consumer durables commonly referred to as 'white goods' construction and building material, ferrous waste lying with households, offices, institutions, commercial and industrial establishments to dispose of the scrap items to the nearby scrap dismantling Centres. High decibel campaigns may be carried out to ensure maximum impact in terms of disposing of the ferrous scrap. Further such campaigns may be carried out in different media - print, electronic, social media in all the local languages to ensure maximum reach and to have impact to such an extent that it brings attitudinal change towards disposal of ferrous scrap in a safe and ecofriendly manner.

The Committee also, in view of the huge number of unused vehicles involved in committing crimes, accidents, thefts, etc. for years together gathering dust, lying with law enforcement authorities/ police stations, may be considered for dismantling as part of campaign suggested above. To realise this, the Committee recommend that a supporting legal framework be put in place with in defined timelines.

Reply of the Government

The suggestions of the Committee have been noted. Ministry of Steel has been making efforts through social media for nationwide awareness campaigns to promote recycling of ferrous scrap in a safe and organized manner. This also includes the appeal to every household for disposal of their ferrous waste in an organized and environment friendly manner.

The suggestions of the Committee was taken up with Ministry of Road Transport and Highways (MORTH). MORTH has informed that a discussion on this issue was held on 11th June 2025 at NITI Aayog. It was decided that MoRTH will engage with MHA regarding disposal of impounded e vehicles which are lying in police stations as per Rule 8 of the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 which provides that auctioned, impounded, or abandoned vehicles may be offered for scrapping to RVSF by any enforcement agency. Therefore, MoRTH vide DO letters dated 12.09.2025 from Secretary, RT&H to DGPs/IGPs/CPs States/UTs has requested for identification and scrapping of impounded/abandoned vehicles and to scrap such motor vehicles lying in police stations at RVSFs, after following due legal process.

Ministry of Steel O.M. No. H-11013/19/2025-Parl dated 25.11.2025

Skill Development and Certification for the Scrap Workforce

(Recommendation No. 15)

The Govt of India has launched 'National Skill Development Mission' in 2015, a comprehensive framework to enhance skill development. The launch of the Mission is accompanied by the implementation of the National Policy on Skill Development and Entrepreneurship, 2015. National Skill Development Council (NSDC), a not-for-profit Company u/s 8 of the Companies Act, 2013, is responsible for creating training initiatives for future ready skilled workforce. The Courses offered under Skill India Mission does not include 'Scrap handling which involve collection, segregation, sorting, refining, processing, disposing in safe and ecofriendly manner etc, probably due to informal nature of the scrap markets in India.

Many Ministries of the Govt of India such as Ministries of (i) Steel, (ii) Ports, (iii) Environment , Forests, & Climate Control, (iv) Road transport and Highways during the last six years have formulated Rules, Regulations, Guidelines for dealing with the scrap right from collection to

utilisation in a safe and ecofriendly manner and also setting up of scrap dismantling Centres. The Committee believe that these initiatives will go a long way in enabling the transition of scrap sector to a formal sector in the near future contributing immensely the development of the economy and also conserve natural resources. Such transition to 'formal sector' and also to realise the objectives of the Committee's recommendation to accord 'Industry status' (sl no. 15 above), require huge number of skilled scrap manpower. The Committee accordingly recommend that NSDC should introduce certification courses on 'Scrap in general and steel scrap handling 'in particular covering the various aspects – collection, segregation, sorting, refining, processing, disposing in safe and ecofriendly manner. Such certification Courses will cater to the Human resources' requirements of formal scrap / steel scrap sector' in the near future both for the work force and also for the entrepreneurs who wants to set up scrap processing and dismantling plants.

Reply of the Government

The suggestions given by the Committee was taken up with Ministry of Skill Development and Entrepreneurship (MSDE). MSDE informed that two Sector Skill Councils (SSC) — the Indian Iron & Steel Sector Skill Council (IISSSC) and the Skill Councilfor Green Jobs (SCGJ) — have undertaken initiatives to develop training programs focused on waste management and recycling within their respective industry domains. The courses offered by these SSC's are as below:

- Indian Iron & Steel Sector Skill Council (IISSSC):

Launched a nano credit course titled “Basics of Solid Waste Management (Iron and Steel Industry)”, with a duration of 4 hours.

Planning to introduce new job roles in scrap recycling within iron and steel plants, including Safety & Housekeeping Technician, Manager/Supervisor – Material Recovery and Operator – Scrap Handling and Eco-friendly Disposal.

- Skill Council for Green Jobs (SCGJ):

Material Recovery Facility (MRF) Micro–Entrepreneur — 420 hours

Waste Optimization Professional — 510 hours

Additionally, the Electronics Sector Skills Council of India (ESSCI) is currently engaging in consultations with industry stakeholders to identify essential skill sets for the e-waste

management sector. In contrast, the Automotive Skill Development Council (ASDC) had earlier developed qualifications for vehicle scrapping (around four years ago); however, these did not receive industry support due to limited interest from relevant stakeholders at the time.

Ministry of Steel O.M. No. H-11013/19/2025-Parl dated 25.11.2025

Quality of scrap & need for R&D support

(Recommendation No. 16)

MoS may kindly recall that the Committee's recommendations on the R&D schemes of the MoS, as contained in the Demands for Grants (2025-26), where in the Committee observed the not so encouraging performance in carrying out R&D- as out of 19 projects sanctioned by them with a budget of Rs. Five crores to different R&D projects carried out in various institutes, only three could be completed and the rest are at different stages of implementation. In this context, the Committee would like to be apprised of the number of R&D projects funded in the field of steel scrap to improve sorting , refining quality, etc. of the steel scrap and their status at the earliest.

Reply of the Government

Four projects of Metal recovery / utilization of have been sanctioned under the R&D scheme of Ministry of Steel with Government funding of Rs. 5.12 Crore. Progress of these projects are monitored periodically and outcome is expected to promote the circular economy by using metals recovered from slag in steel making.

Ministry of Steel O.M. No. H-11013/19/2025-Parl dated 25.11.2025

(For comments of the Committee, please see para 7 of Chapter 1)

Scrap Processing Centres - adoption of latest technology

(Recommendation No. 17)

The scrap processing Centres may be incentivised by non-fiscal means to enable them to adopt modern technologies like AI powered optical sensors, block chain for scrap traceability to ensure quality and prevent theft and digital platforms to connect scrap aggregators directly with steel mills.

Reply of the Government

At present there is no incentivizing program for this, however, EPR systems (SAP) and internal lead management system (LMS) are already operational for tracing and reporting.

Ministry of Steel O.M. No. H-11013/19/2025-Parl dated 25.11.2025

Occupational safety and Health hazards.

(Recommendation No. 18)

The steel scrap sector, which at present is predominantly an informal sector, employs unskilled and semi-skilled workers to process the scrap. The sector is being transitioned to a formal sector in the very near future, with large number of people engaged in collection, processing, sorting, refining, etc., of the steel scrap. The Committee, therefore, feel it is imperative to formulate policy, regulations and rules on the “Occupational Safety and Health hazards” of the people working in the Steel scrap sector and put them in place at the earliest.

Reply of the Government

Ministry of Environment, Forest and Climate Change (MoEF&CC) has issued Hazardous & Other Wastes (Management & Transboundary Movement) Rules to ensure the safe storage, treatment, and disposal of hazardous waste in an environmentally sound manner and to promote safety and health of workers involved in recycling units.

The Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 (as amended) lay down provisions for environmentally sound management of End-of-Life Vehicles (ELVs) and prescribe safety and environmental safeguards to be followed by RVSFs

Ministry of Steel O.M. No. H-11013/19/2025-Parl dated 25.11.2025

(For comments of the Committee, please see para 10 of Chapter 1)

CHAPTER-III

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

-NIL-

CHAPTER-IV

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

-NIL-

CHAPTER-V

**OBSERVATIONS/RECOMMENDATIONS IN RESPECT OF WHICH FINAL REPLIES OF
THE GOVERNMENT ARE STILL AWAITED**

-NIL-

**NEW DELHI;
24 March, 2026
03 CHAITRA, 1948 (Saka)**

**ANURAG SINGH THAKUR
Chairperson,
Standing Committee on Coal,
Mines and Steel**

MINUTES OF THE NINETEENTH SITTING OF THE STANDING COMMITTEE ON COAL, MINES AND STEEL (2025-26) HELD ON 24 MARCH, 2026 FROM 1700 HRS TO 1720 HRS IN COMMITTEE ROOM 'B', PARLIAMENT HOUSE ANNEXE, NEW DELHI

PRESENT

Shri Anurag Singh Thakur - Chairperson

Lok Sabha

2. Shri Sukhdeo Bhagat
3. Smt. Roopkumari Choudhary
4. Shri Vijay Kumar Hansdak
5. Smt. Kamlesh Jangde
6. Smt. Jyotsna Charandas Mahant
7. Shri Bidyut Baran Mahato
8. Shri Harish Chandra Meena
9. Smt. Bharti Pardhi
10. Shri B.K. Parthasarathi
11. Dr. Manna Lal Rawat
12. Dr. Rajkumar Sangwan
13. Shri Kali Charan Singh
14. Shri Shatrughan Prasad Sinha
15. Smt. Pratibha Suresh Dhanorkar

Rajya Sabha

16. Dr. Sarfraz Ahmad
17. Smt. Mahua Maji
18. Shri Anil Kumar Yadav Mandadi
19. Shri Aditya Prasad
20. Shri Pradip Kumar Varma
21. Shri Sajjad Ahmad Kichloo

SECRETARIAT

1. Shri Harish Chandra Bist - Joint Secretary
2. Smt. Reena Gopalakrishnan - Director
3. Smt. Sunanda Chatterjee - Deputy Secretary

2. At the outset, the Chairperson welcomed the Members to the sitting of the Committee. The Committee, thereafter, considered and adopted the following draft Reports without any amendments:

- (i) Consideration and adoption of the Draft Report on the subject 'Organisational Structure and Performance of Steel Authority of India Limited (SAIL)- A Review.';
- (ii) Consideration and adoption of the Draft Action Taken Report on Eighth Report on the subject 'Steel Scrap Recycling Policy.'

3. The Committee then authorized the Chairperson to finalise the Reports and present/lay the same in both the Houses of Parliament.

4. xxx xxxxxxxxxxxx.

The Committee, then, adjourned.

**ANALYSIS OF ACTION TAKEN BY THE GOVERNMENT ON THE OBSERVATIONS/
RECOMMENDATIONS CONTAINED IN THE EIGHTH REPORT OF THE STANDING
COMMITTEE ON COAL, MINES AND STEEL**

Total No. of Recommendations made: 18

Observations / Recommendations that have been accepted by the Government

Sl. Nos. 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18

18

Percentage of Total: 100%

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

NIL

Percentage of Total : 0%

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

NIL

Percentage of Total : 0%

Observations / Recommendations in respect of which final replies of the Government are still
awaited

NIL

Percentage of Total : 0%