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Sustainability Development Goals & its application in TMILL



Sustainability has been treated quite often as a buzzword which people talk about in earnest but do not always have a clear idea about the why, what and how of sustainable development. This note is an attempt to address this in simple terms, and as per my understanding, which is clearly as close to a lay person as one can get. So let us begin from the beginning.

What is sustainability? Sustainability means meeting our own needs without compromising the ability of future generations to meet their own needs. In addition to natural resources, we also need social and economic resources.

Sustainability is said to rest on three pillars: Economy, Environment & Society leading to the triple bottom line concept (Planet, People & Profit). However, in some sections a further distinction is made between Human Sustainability and Social Sustainability.

The Sustainable Development Goals (SDGs) or Global Goals are a collection of 17 interlinked global goals designed to be a "blueprint to achieve a better and more sustainable future for all". The SDGs were set up in 2015 by the United Nations General Assembly and are intended to be achieved by 2030.

Looked at in isolation, these goals look like a little disconnected from our day to day lives - personal or work life, and one can almost be forgiven for

believing that it is for somebody else to do or think of. Is it so? Let us attempt to demystify these goals from the TMILL perspective.

As TMILL employees, we are all proud signatories of, and conscientiously abide by the Tata Code of Conduct and the Tata Values. Without digging too deep, we can immediately see that there is a strong resonance between the Goals and what we have always believed in. I am sharing four quotes by our founder Shri JN Tata which we have heard often, but each time we read it, the words sink into our consciousness afresh and confirm that what is being said now collectively at the UN, was already well spelt out by this great visionary and leader of people.

"There is one kind of charity common enough among us... It is that patchwork philanthropy which clothes the ragged, feeds the poor, and heals the sick. I am far from decrying the noble spirit which seeks to help a poor or suffering fellow being... [However] what advances a nation or a community is not so much to prop up its weakest and most helpless members, but to lift up the best and the most gifted, so as to make them of the greatest service to the country."

"Be sure to lay wide streets planted with shady trees, every other of a quick-growing variety. Be sure that there is plenty of space for lawns and gardens, reserved large areas for football, hockey and parks. Earmark areas for Hindu temples, Mohammedan mosques and Christian churches."

"Freedom without the strength to support it and, if need be, defend it, would be a cruel delusion. And the strength to defend freedom can itself only come from widespread industrialization and the infusion of modern science and technology into the country's economic life."

"In a free enterprise, the community is not just another stakeholder, but is in fact the very purpose of its existence,"

Many decades down the line, Mr JRD Tata summed up the journey in his own inimitable way: "The wealth gathered by Jamsetji Tata and his sons in half a century of industrial pioneering formed but a minute fraction of the amount by which they enriched the nation. The whole of that wealth is held in trust for the people and used exclusively for their benefit. The cycle is thus complete; what came from the people has gone back to the people many times over"

So how does TMILL fare with respect to the SDG goals?

TMILL has been playing an active role in CSR and to that we have also added our commitment towards TAAP. Our CSR Policy and TAAP policy are closely linked to SDG 1 to 6, 10 and 17.

Our operations come under the gamut of SDGs 8,9,12 & 13 directly while 14 and 15 are also influenced by our activities.

We have taken steps to address these, but we all know that there is still a huge opportunity to a) increase our collective awareness, b) identify newer opportunities/ areas of focus, and most importantly c) Deploying them in a time bound period.

Lots of Tata Companies have taken very clear action plans for themselves for the year 2030 and 2050 and are targeting carbon neutral status before the UNDP guidelines/ Indian sovereign commitments. Our task is cut off and it will be our endeavor to set our aspirations and commitment across all business verticals by the end of this Financial Year. So let us all get cracking and re-embark on the sustainability journey. We owe it to our future generations to leave behind us a better planet for them to breathe free.

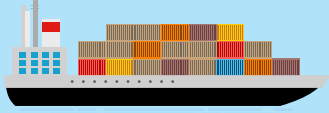
- Dinesh Shastri,
 Managing Director, TMILL



Key Business Initiatives :-

I. ISL (Shipping):

- Handled 380K MT (ABP: 500k MT)
- Nil off-hire of ISL star and MV Subarnarekha
- 2 Customers acquired: OCP, Morocco & Ashapura Minechem, India



II. Ports & MLS:

- Total volume handled for 1.02 Mn MT (ABP: 1.35 Mn MT)
- Berth#13 – 0.21 Mn MT (ABP: 0.18 Mn MT)
- Haldia Other Berth – 0.23 Mn MT (ABP: 0.25 Mn MT)
- Paradip – 0.59 Mn MT (ABP: 0.92 Mn MT)
- Non TSL Volumes handled during the month is 0.17 Mn MT. Non TSL Contribution is 38%.
- MLS – No. of vessel calls handled: 47 (ABP:54)



III. Railways:

- No of GPWIS loads: 200 (TMILL – 166; SMNL – 34) with a volume of 0.85 Mn MT (TMILL – 0.64 Mn MT SMNL – 0.21 Mn MT) (ABP:149 loads with a volume of 0.64 Mn MT).
- No of SFTO loads: 34 with a volume of 0.126 Mn MT. (ABP:45 loads with a volume of 0.166 Mn MT).
- LTTC: Year 2 completed and qualified for 30% slab.



IV. Integrated Logistics Services (CHAIL, Warehouse, Freight Forwarding, SCM):

- CHAIL**
 - Performance as per plan.
- Warehouse:**
 - Composite order for storage and handling received for 5 lakh sq feet – DANGA, Jamshedpur from E&P, TSL
 - Continuous focus and improvement in safety aspects particularly for Central Warehouse
- Freight forwarding:**
 - India: New export trade lane Turkey and Durban started by TKM Ahmedabad
 - Germany: Bagged approx. 3300kgs of top urgent air freight a/c
 - TSL China: N.A.
- SCM:** Highest ever sales of 12065 units achieved in Pravesh.



Business Highlights

A) Business Excellence:

Customer Appreciation: Urgent shipment cleared from Kolkata Airport which led to savings of Vehicle Detention.

Customer Appreciation: Appreciation received from Head Procurement TSK for achieving TAT below 4 hours for VIVO at TSK.

Improvement project:

Project Title: Minimization of downtime of SFTO and GPWIS rakes for ROH

Problem Statement: Downtime of rakes due to ROH

Project Category: Internal Process Improvement.

Current Status: Completed.

Desired Objective:

- Zero downtime for ROH of GPWIS rakes (5 nos) at ADTP with the help of spares.
- For remaining GPWIS (5 nos) rakes, downtime to be targeted as 12 days and for SFTO (4 nos) rakes, downtime to be within 15 days per ROH.

Methodology/Enablers:

- Liaising with the mechanical dept. at location/ division/ HQ.
- Continuous supervision.

KPI FY22: No. of ROH days till date for SFTO rakes : T3- 20 days; T9- 11 days; T8- 18 days.

Target FY22:

- Downtime in GPWIS: 5 rakes at ADTP- 0 against 75; 2 rakes at PDP - 24 against 30; 3 rakes at DPS - 36 against 45.
- Downtime in SFTO: 4 rakes 60 against 60
- Overall financial savings on lease rental: Rs 75 lakhs

Actual FY22:

- Downtime in GPWIS: 5 rakes at ADTP 70 days; 2 rakes at PDP 35 days actual; 3 rakes at DPS 40.83 days
- Downtime in SFTO: 6 rakes in 82 days
- Overall financial savings on lease rental: Net revenue gain of Rs 72 lakhs

Cost Involvement: Nil.

Team Members: Kumar Anurag, Ramendra Narayan Das, Harshita Raj, Praveen Kumar Mishra



Project Title: Safe & Fast handling of Electrode

Problem Statement:

- Manual loading/unloading process
- Time Consuming
- Unsafe work

Project Category: Internal Process Improvement.

Current Status: Completed.

Desired Objective:

- Reduction in VIVO
- Reduction in Loading/unloading lead time
- Safe material handling

Methodology/Enablers:

- Convert to Mechanized handling & change in packaging
- Earlier material received in 20-22 kg pkt was handled manually with 3-4 resources. It takes appx. 2-4 Hrs for unloading/ loading of all materials. Post discussion with vendors it is now palletized and is now handled with forklift. It reduces time and also leads to safe handling of material.

KPI FY22: Reduction in unloading/loading of all materials (earlier time taken 2-4 hrs); Safe material handling

Target FY22: Time taken for unloading/ loading of all materials in 30 – 40 mins.

Actual FY22:

- Time taken for unloading/loading of all materials in 30 – 45 mins.
- Zero manual intervention and zero fatigue due to palletization.
- Saving of Rs. 3.00 lakhs per annum through Reuse of pallets.
- Expected System benefit of Rs. 2.5 Lakhs per annum with 50% increase in revenue through Buy Back System compared to scrap disposal process of Mig wire empty spools. Proposal of Buy Back currently with Vendor ISWP.

Cost Involvement: Nil.

Team Members: TMILL - Kumari Sonia, Pradip Poddar, Rajiv Kumar, TSL - Debashis Gantayat

B) Workforce:

1. COVID – 100% employees completed second dose of vaccination and 6% of employees have taken Booster Doze.
2. Annual Employee health check-up status as of now is about 40%



C) F&A Highlights:

- 1) **Hyperion application-based software went live** during the month. For the first time, the consolidated financial statement was prepared through this tool.

Kick started the Ethics Month celebration

THE ETHICS PLEDGE

On the occasion of Ethics Month, I, as an employee of TMILL Group, re-dedicate myself to uphold the highest standards of ethical conduct and pledge not to indulge in any action which will negatively affect the stakeholder's trust and confidence in the Company.



RESPECTFUL

workplace today for an **Inclusive tomorrow**

Ethics Month | July 2022



Warehouse Improvement Project



Inaugural Ceremony of MBA-PS

Mr Atanu Basu, Chief- Inland Waterways & Multimodal Logistics, TMILL graced the Inaugural Ceremony of 30th batch of MBA-PS programme held on 28th July, 2022 as the Guest of Honour and explained the importance of each specialisation of Public Systems Management.



Reuse of Wooden Pallets at IM Section for internal use.

Buy Back system to be introduced for Empty Plastic Spool shortly





First lot of 24 imported Containers end to end triangulation through Rake successfully executed with Zero detention

Transportation of laden container and repositioning of empty containers within stipulated time period are essential for the operation of containers logistics enterprise. In a large Inland region, railways and road transportation have their own advantage for container transportation in terms of transport efficiency and cost.

The combination of two modes of transportation – rail and road, creates greater possibility for a logistic company to provide efficient service and reduce operational cost.

TMILL already excelled in road transportation however, movement by rail was not being accomplished due to several factors. In order to reduce the dependency on road transportation.

The Inland Logistics team constantly looked for alternate movement of containers to create a robust supply chain and reduce the dependency on transporter.

The Team outlined to move containers through rake. Preliminary challenges occurred but through sheer dedication and team effort.

The rake movement successfully took off. TMILL crossed the first milestone of loading 24x20 containers through rake on 19th May'22. Team TMILL further facilitated the movement of containers from ICD Jindal to Tata Steel Plant for unloading as per their safety norms, within the stipulated container free period.

Pilot project to move containers through Rake that too without containers acreage into detention and was successfully carried out.

Value Additions:

Reduced dependency on road transportation.

- a) Reduced carbon footprints.
- b) Cost effective mode of transportation.
- c) Availability of ample Rake.
- d) Commercials governed by changes in railway tariff.

- Animesh Panda, Chief, IL
& Murtaza Sabir, Manager, CHAIL



Paradip in action on the ground



Deployment of two loaders and two dumpers for 5S work at Hooghly Met Coke



ACTIVITIES

Get Together post Board Meeting



Party post ISL board meeting



Inauguration of new office in branch locations



Employee Families celebrate Rathyatra at Haldia



Safety Campaign

Various Safety Campaign organized for employee awareness regarding Safety at workplace.



Fire Service Week 14th – 20th April 2022



Recognition to our front liners



World Environment Day 5th June 2022



World Environment Day celebrated with our Global Head Mr. Amar Patnaik at Kali Mandir Warehouse

TMILL IS A SUBSIDIARY OF **TATA STEEL**

ACTIVITIES



Working at Height



Banner display at IM Section & Steel Yard



Safety Training

various safety trainings, mass meetings conducted during the month



Fire Safety



Positive Isolation



SS & Housekeeping



Material Handling



Driving/Road Safety

Inspection



Lifting Tools Inspection & Colour Coding (Monthly)



Crane First Aid Box (Monthly)



Behaviour Safety

Mass Meeting June 2022



IM Section



Reward & Recognitions



Steel Yard



Reward & Recognitions

Improvement Initiatives



IM SECTION



STEEL YARD



Safety Incident visual display at all Workplaces.

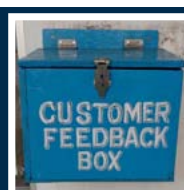
AREA 4



Standard Portable Ladder provided for safe access to trailer bed location : Area 4

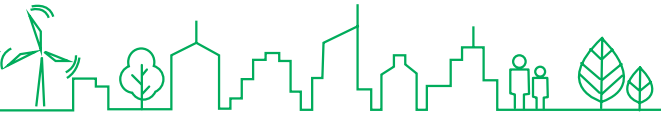


Porta Cabin placed for employee Rest Room. Location : AREA 3



Ethical Concerns, Customer Feedback & Near Miss Box installed

ACTIVITIES



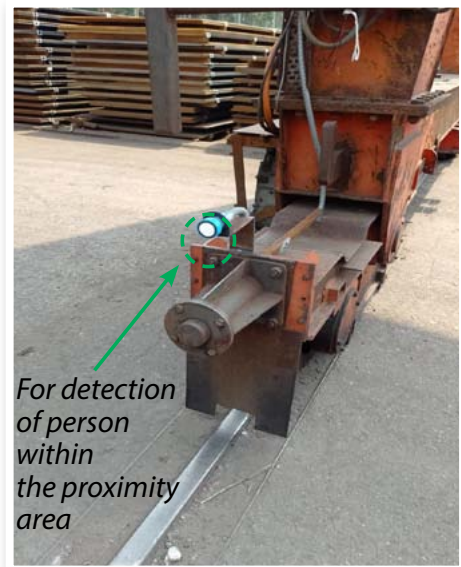
Cotton and bandage of the first aid item kept in vacuum Packed packet to prevent contamination.



Damaged canteen floor rectified at IM Section



"No Mobile Usage" signage installed & placed at multiple locations at IMS & Steel Yard.



Ultrasonic sensor installed in the Goliath Crane at Steel Yard



Flooring rectified near office area by using project surplus materials at IM Section

Customer Speak

It has been a good association with TMILL for Warehousing and CHA & IL services especially in Mega projects. Exploring clearance of imported consignment in this Financial Year for TSK through ICD by rake movement and successful completion with support of CHA&IL team of TMILL have opened up new mode of clearance and dispatch of project cargo through rake movement.



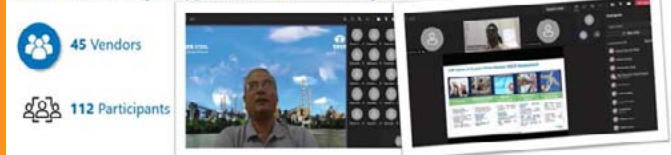
Chiranjit Basu
Head Logistics, E&P
Tata Steel Limited

Globally, Steel Sector contributes 8% of total CO₂ emissions with a contribution of 29% by the upstream supply chain. Tata Steel is committed to lower its overall emission to <2 million tonnes/tcs. With a target of 40% reduction in CO₂ emissions, TMILL as a Logistics partner, has a huge role to play in achieving these targets.

Webinar with Strategic Suppliers on 12th Nov

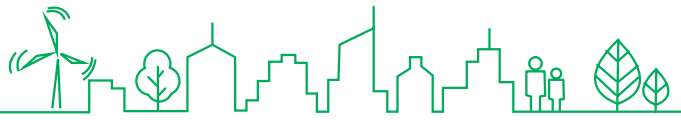


Webinar with Strategic Suppliers on 9th Mar Chaired by CPO



Tata Steel has also come up with a Responsible Supply Chain Policy to encourage sustainable practices across the supply chain. TSL carried out Sustainability Assessment of 450+ critical vendor partners in FY21 & FY22. Engagement with vendors (e.g., sustainability webinars, cross learning sessions) is being organized post assessment to promote & identify sustainability initiatives with our supply chain partners.

Rana Das
Chief Procurement (Delivery Management)
Tata Steel Limited



ESG Reporting in India

ESG stands for Environmental, Social and Governance of an enterprise.

Environmental is all about an enterprise focus and leadership action around energy usage, waste management, and natural resources conservation. It also encompasses carbon emissions, climate change and going green.

Social deals with an enterprise relationship and reputation with its employees, customers, stakeholders, institutions, and the larger community. It is also about employee retention, labour relations, diversity, and inclusion.

Governance is all about how an enterprise manages with the proper management structure, executive compensation and ensuring stakeholder rights, especially employees, shareholders, and customers. It also includes systems and networks in giving back to the community where it is operational. ESG investing, in simple terms, means investing based on not just traditional financial factors but also non-financial environmental, social and governance (or ESG) factors. An important part of the contemporary debate of shareholder versus stakeholder capitalism, ESG investing, continues to gain momentum today, as a growing number of institutional investors (and their clients, in particular) look to align financial returns with ethical and other non-financial considerations. This momentum is further supported by increasing evidence of a positive correlation between rates of return and higher ESG scores as well as policy and regulatory actions by governments and regulators aimed at combating climate change and economic and social inequalities.

Like most investors, ESG investors also seek and depend on reliable information before choosing how to allocate capital and where to invest. This explains the current emphasis on ESG disclosure and reporting, not just by investors and lenders but by governments and regulators.

ESG reporting in India started in 2009 with the Ministry of Corporate Affairs, Government of India, issuing the National Voluntary Guidelines on Corporate Social Responsibility (NVGs). In 2012, the Securities and Exchange Board of India (SEBI) mandated that the top 100 listed companies by market capitalisation file the Business Responsibility Report (BRR) based on NVGs along with annual reports.

CSR activities have been made mandatory under The Companies Act, 2013 for companies falling under the prescribed category. In

2015, BRR was extended to the top 500 listed companies by market capitalisation.

Integrated Reporting (IR) was introduced by SEBI in 2017 voluntarily for the top 500 companies required to prepare BRR. National Guidelines on Responsible Business Conduct (NGRBC) came in 2019. The same year, SEBI has extended the BRR to the top 1,000 listed companies by market capitalisation.

From financial year 2022-2023, the top 1,000 listed companies in India (by market capitalisation) will need to prepare a 'business responsibility and sustainability report' (or "BRSR"), containing detailed ESG disclosures. The BRSR has to be a part of the annual report, which gets notified to the stock exchanges, published on official company websites, and separately provided to shareholders.

A glimpse of the alignment of BRSR's with ESG pillars is as follows. Environmental aspect covers energy and Green House Gas/ scope emissions; solid waste management; water consumption and withdrawal; 3R(Reduce, Reuse, Recycle) practices; sustainable sourcing; Extended Producer Responsibility (EPR); Life Cycle Assessments (LCAs). The social aspect includes employee well-being; workers' health and safety; training; human rights; social impact assessment; gender equality; representation of women at the top levels; CSR activities and details of beneficiaries. Governance indicators include anti-corruption and anti-bribery policies, conflict management process; retention policies; remuneration policies; stakeholder engagement. BRSR should emerge as a single source for sustainability disclosures related information in India. It would serve as a base document for stakeholders to compare enterprises in making wise investment decisions.

As indicated above, the BRSR framework is not mandatory for smaller listed companies and



unlisted public or private companies in India. Such companies can still voluntarily adopt the BRSR framework.

For now, ESG reporting remains a priority for large-listed companies only, but smaller companies, particularly those seeking private investments from VC or PE funds, should also start thinking about their ESG risks and opportunities. In addition, ESG considerations are expected to soon find their way into credit assessments by banks and other private lenders. In fact, India's banking regulator, the Reserve Bank of India, is reportedly looking at issuing ESG-based lending guidelines.

For TMILL although ESG Reporting is not mandatory at present, however it is a matter of time when it will be applicable, and the various regulations applicable to various logistics operations are moving in that direction and stringent norms are coming for energy consumption, Co2 emission. Further this will also enable to earn a good ESG Score which is increasingly becoming very important like credit rating. And further there is growing evidence that companies which embrace ESG provide a more appealing alternative to those that put profits alone in the forefront.

At the most basic level, TMILL should look to strengthen their compliance protocols for the various laws that apply to their business and involve ESG issues. As a starting point, TMILL shall refer to the MCA ESG Guidelines and adopt specific KPIs from the BRSR.

Focusing on the environmental, social, and governance (ESG) factors of supply chain management is a strategic necessity and a coming soon to be a regulatory requirement for businesses to thrive in ever rapidly changing and increasingly transparent global economy.

**-Nandan Nandi,
CFO, TMILL**

Sustainability Challenges and The Way Forward

The transportation sector contributes about 25% of the global CO₂ emissions, out of which 75% can be attributed to road transport, 11% to sea transport, 11% to air transport and 3% to others. Shipping emits 2.3% of global CO₂ Emissions. Environment protection is crucial and there are Global Initiatives in place to ensure that CO₂ emissions are brought down over a period of time.

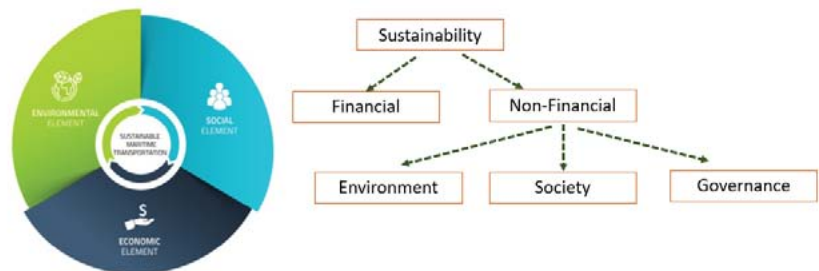
The Shipping Industry's contribution to the global CO₂ emissions is relatively low, however every industry must progress in their sustainability journey and understand what the challenges are and how to mitigate these challenges.

"It is important that on an individual level, corporate level and country level, to ensure that we move ahead in the sustainability journey. Sustainability isn't limited to financial gain. It is both, financial and non-financial and that is where the concept of ESG comes in; Environment, Society and Governance. Companies like TATA Steel have been following ESG for a long time. Most companies now are required to comply with the concept of Environment, Society and Governance. Profitability alone does not guarantee that you will survive in this market."

Companies have to ensure that they are responsible when it comes to the protection of the environment. Responsible regarding the society as well, contributing to the reduction of poverty, ensuring better living conditions and clean sanitation for people. When it comes to Governance, it's essential to have a good, unbiased board, with transparency in decision

Sustainability

Long Term Business Growth



making, disclosures and audit systems.

"Sustainable growth basically means to have a long-term impact and business growth to meet both financial and non-financial gains."

In 2015, 193 countries adopted the 2030 Agenda for Sustainable Development and its 17 Sustainable Development Goals (SDGs) and climate action is one of them. As part of the United Nations family, the International Maritime Organization (IMO) is actively working towards the 2030 Agenda for Sustainable Development and the associated SDGs. IMO introduced measures like EEXI, EEDI and CII and has set targets to be met; 40% reduction of carbon intensity by 2030 and 70% reduction of carbon intensity by 2050, for example. Carbon intensity is the number of grams of carbon dioxide (CO₂) emitted per tonne mile. Time is running out. We have little time to meet these

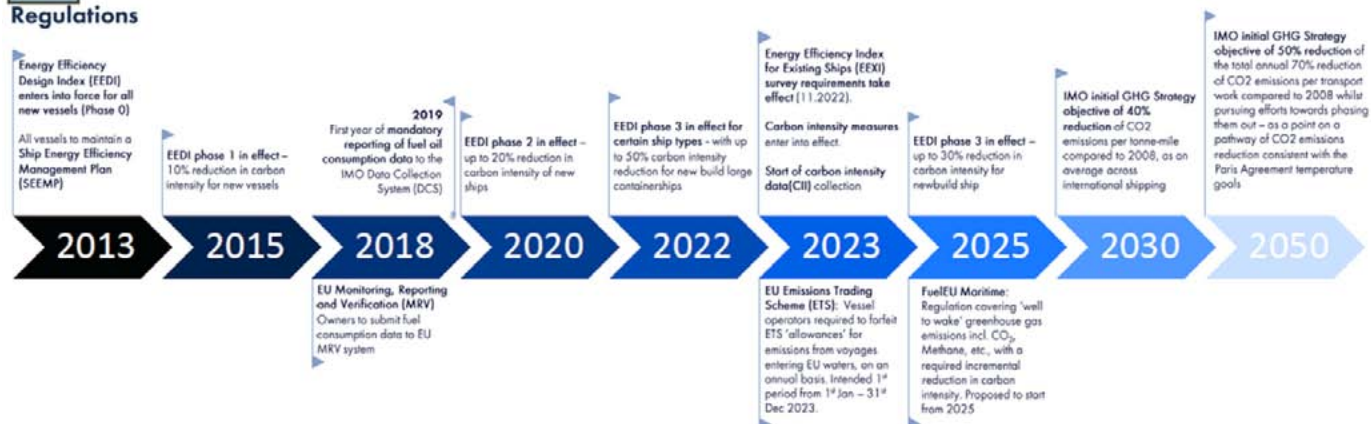
targets. Let's look at what we can do as part of the industry to manage this.

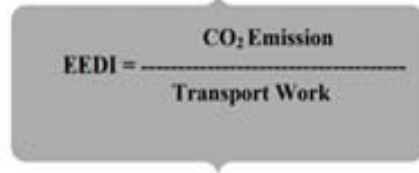
The two main pollutants from the ship's emission are Nitrogen oxides (NO_x) and Sulphur oxides (SO_x). Both NO_x and SO_x are combustion products that are emitted into the environment in the form of smoke.

IMO has already taken several steps with respect to the Sox/ NOx/ GHG. IMO adopted prevention of air pollution from Ships through MARPOL Annex 6 in 1997 on SO_x, NO_x, GHG and VOC (Volatile Organic Compounds) from Tankers. The Sulphur content is being limited in fuel oil from 3.5 to 0.5% effective 1st Jan 2020, for the reduction of SO_x. In ECA Zones it is reduced to 0.1% from 1st Jan 2015. Another measure is the installation of scrubber.

Whereas for NO_x emissions, IMO has come

IMO Regulations





up with Tier1, Tier 2 and Tier 3 emission limits with which ships will have to comply with to minimize the NOx emissions over a period of time. Tier 3 being the most stringent.

With effect from 2013, all ships built after 1st Jan 2013 have to meet the Energy Efficiency Design Index (EEDI). Each ship will also have to have a Ship energy efficiency management plan (SEEMP). This is the base 0 of EEDI and every five years from 2015 the carbon intensity reduction must be 10%. The ships that are built after 2015 must have a 10% reduction in

the carbon intensity, ships built after 2020 by 20% and for ships built after 2025 there must be a 30% reduction. This is how ships have to comply on EEDI going ahead in the next 15 years.

CII- Carbon Intensity Indicator

The Carbon Intensity Indicator is an operational efficiency indicator for all vessels over 5,000 GT. It is an efficiency indicator unlike the EEDI which is a design indicator. It is coming into force on 1st January 2023. It measures Carbon Intensity, the formula is (Annual Fuel Consumption x CO₂ Emission Factor) ÷ Transport work (Distance Sailed x Capacity). All the ships will have to declare their annual fuel consumptions. The CO₂ emission factor will depend upon the type of fuel used.

The CII will be reported annually, and every vessel will be given a rating from A to E (A being the best and E being the worst). Each ship needs a rating of 'C' or better to trade worldwide. Without a minimum rating of 'C', a lot of modifications will be required to ensure compliance.

In order to comply, measures like slow steaming, regular hull cleaning and use of better-quality fuel will be used to get the CII down.

There will be ramifications on the charter market, 1st January 2023 onwards. Shipping Companies will have to comply and meet the requirements set out by IMO. There are several challenges ahead, but the shipping industry has a roadmap and is actively progressing with it.

Capt S. R. Patnaik, C.E.O., International Shipping and Logistics FZE (ISL), discussed the Challenges and the Initiatives set up to achieve Sustainability Goals in context of the Shipping Industry during his talk on 'Sustainability Challenges And The Way Forward' at Asia Dry Bulk Cargo Summit 2022 (Online)

- Capt S. R. Patnaik, CEO, ISL Dubai

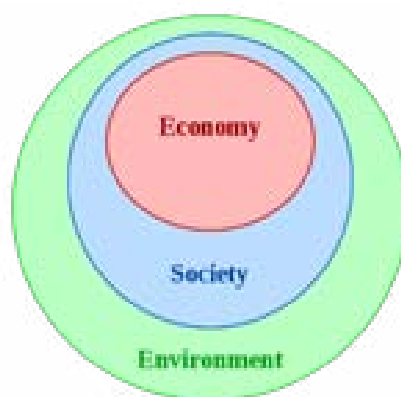
Spotlight on Sustainability

Our common understanding of sustainability is to do with the Environment. Though hierarchically Environment comes first and followed by Society & Economy, simply creating economic activity without regard for the local environment, community, or cultural impact is not an option. Sustainability in today's context is more comprehensive and complex.

While globally the sustainability is a Herculean challenge that is being talked about but at the same time with truthful intention this Herculean challenge can be surmounted if the challenges are accepted in its true spirit. It's never too late.

While all around the world some fragmented initiatives by the industries and the governments are visible, the entire Tata Group has taken this challenge formally, way back in 2014 with formation of Tata Sustainability Group (TSG). The objective of TSG is to guide, support and provide Thought Leadership to all Tata Companies.

In recent event of Tata Affirmative Action Policy



(TAAP) convention in Mumbai, the Group Chairman's emphasis on Social Sustainability may be considered as a guideline for all Group Company CEOs & Thought Leaders. He proposed that each CEO & Management Team take time out to understand some of the flagship programmes being done by other

group companies, not because that he wants us to do the same program, but for every management team to understand how an idea can have a far-reaching impact.

We are celebrated the month of July as Sustainability month with an objective of Awareness, Behavioural Change Initiatives which aims at demystifying the elements of Sustainability to all Tata employees and nudge them to apply sustainability lens of lifestyle choices and business decisions as well.

While we are celebrating the month, here in TMILL let us come together and think through, how we as a group company can create our Long-Term Sustainable Goals around the three pillars of Sustainability with coalition & collaboration of other group companies and experts outside the group.

- K L Bhowmick, GM Projects & Corporate Services, TMILL

Sustainability Challenges and The Way Forward

Emissions of the anthropogenic greenhouse gases (GHG) that drive climate change and its impacts around the world are growing. According to climate scientists, global carbon dioxide emissions must be reduced by as much as 85 percent below 2000 levels by 2050 to limit global mean temperature increase to 2 degrees Celsius above pre-industrial levels. Temperature rise above this level will produce increasingly unpredictable and dangerous impacts for people and ecosystems. As a result, the need to accelerate efforts to diminish anthropogenic GHG emissions is increasingly urgent. Existing government policies will not sufficiently solve the problem. Leadership and innovation from business is vital to make progress.

Corporate action in this arena also makes good business sense. By addressing GHG emissions, companies can identify opportunities to bolster their bottom line, reduce risk, and discover competitive advantages. As impacts from climate change become more frequent and prominent, governments & regulatory bodies

are expected to set new policies and provide additional market-based incentives to drive significant reductions in emissions. These new policy and market drivers will direct economic growth on a low-carbon trajectory. Businesses need to start planning for this transition now as they make decisions that will lock in their investments for years to come.

An effective corporate climate change strategy requires a detailed understanding of a company's GHG impact. A corporate GHG inventory is the tool to provide such an understanding. It allows companies to take into account their emissions-related risks and opportunities and focus company efforts on their greatest GHG impacts. Until recently, companies have focused their attention on emissions from their own operations. But increasingly companies understand the need to also account for GHG emissions along their value chains and product portfolios to comprehensively manage GHG-related risks and opportunities.

The transportation emissions have been of following order for M/s. Tata Steel and its significant subsidiaries & JVs.

The data evidently shows the CO₂ emissions from the logistics & transportation activities and TMILL plays a pivotal role here, being Tata Steel's logistics subsidiary.

Keeping that & overall sustainability in mind, we have started focusing on the green logistics as a part of our strategy and one can witness the same through our initiatives in enhancing the railway fleet, enabling Tata Steel to improve its rail-coefficient significantly and forming an independent Inland Waterways & Multimodal Logistics vertical which will strive to work on establishing a sustainable supply chain solution for Tata Group as well as for the industry as a whole.

*- Atanu Basu, Chief,
Inland Waterways Multimodal Logistics*

UoM: Mn tCO ₂ e	Upstream Transportation & Distribution	Business Travel	Employee, Commuting	Downstream Transportation & Distribution
FY18	1.3	0.008	0.02	1.5
FY19	1.5	0.009	0.02	1.6
FY20	1.6	0.008	0.02	1.7
FY21	1.8	0.002	0.04	1.8
FY22	1.5	0.004	0.04	1.7





Editor's Desk

Hello Reader!

I wish to start by extending my sincere gratitude for showing your active interest, participation, and contribution in making "Sampark" evolve from an internal newsletter to an external touchpoint for our customers. As we bring to you the 13th edition of "Sampark", it is overwhelming to read the different perspectives of Sustainable Development in the normal course of life.

As has been rightly put by many here, Sustainable Development in simple terms is nothing but building an ecosystem where humans can lead a decent life without harming the environment. In 2015, the United Nations had set up 17 Sustainable Development Goals (SDGs) adopted by 193 countries with a mission to achieve it by 2030. So, are these kind of tools to change the world?

Let us try to demystify the SDGs as a first step in the form of "SDG Wedding Cake" (Source: stockholmresilience.org)

To be honest, the problem with the 17 goals is that there are in total 17 of them which makes it appear a bit complex and are not easy to remember. But the good part is that all are a result of many public consultations and provides a report in a shared language for all countries to report on. They also cover lot of important things like Climate change, Clean Water & Sanitation etc. and help us understand whether we are sustainable.

Let's have a look at how they are interconnected, rather looking at them individually.

The Stockholm Resilience Centre suggested organizing the SDGs into 3 layers: Environment as the foundation, supporting

the Society which further supports the Economy. This is the triple bottom line of the 3 pillars of sustainability that we have read before. Essentially, Sustainability is about meeting human needs within the ecological constraints and Economy, is the Strategy to make money (read Profits) while achieving Sustainability.

There are 4 major goals of the Environment – 1. **Clean water** 2. **Climate Action** 3. **Life on Land** and 4. **Life below Water**.

There are 8 goals are of the Society – 1. **No Poverty** 2. **Zero Hunger** 3. **Good Health & Wellbeing** 4. **Quality Education** 5. **Gender Equality** 6. **Affordable and Clean Energy** 7. **Sustainable Cities and Communities** and 8. **Peace, Justice and Strong Institutions**.

There are 5 goals of the Economy – 1. **Decent work and Economic Growth** 2. **Industry, Innovation & Infrastructure** 3. **Reduced Inequalities** 4. **Responsible Consumption & Production** and 5. **Partnership for the Goals**

In other words, the above representation indicates that we cannot have economic upliftment or Food Security without taking care of the Oceans – for e.g., the demonstration of Newfoundland during the collapse of the Atlantic cod fishery in 1990s and to use the recent e.g., of the coronavirus crisis, we cannot have good health and control poverty without taking care of our Land, Forests and even Green House Gas emissions.

The 17 goals come with 169 targets and 232 indicators.

So, the big question is -----If a country or business is doing good on these SDGs does that mean it is sustainable?

Research says, the top of the list has all the European Countries which are doing quite well on Poverty, Hunger, Education etc. but they also have some of the largest ecological footprints per capita in the world. Although it is interesting to see the individual targets and indicators, the combined or the aggregate score of achievement could be misleading as developed countries may look better as a whole considering it tend to use more resources and contribute more to climate change.

Further, to make a country or business sustainable, it is imperative to follow the first order principle that are grounded in science -----3 environmental ones and 5 social ones as highlighted above. They are necessary, sufficient, and non-overlapping.

Waste or carbon emission for instance in any business, to not exist more or reduce to a considerable extent, must have an action plan with relevant KPIs to monitor the progress of achieving the sustainable goals. If the purpose of the business is to contribute to the SDGs, then the environmental goals can be further cascaded into the Employee Goals and Community Goals.

Lot of work as we know as Tata Group is happening all around, but there is a lot more of work that needs to happen to achieve the 2030 agenda worldwide. So, it is important to remember that if our Environment is fragile it can lead to literally crash the "Wedding Cake". And we definitely do not want to cut a sorry face on the "D" day.

It's time to convert our Talks into Actions and create small Milestones to build the path towards achieving the Vision 2030.

- Farha S Ahmed,
EA to MD | Corporate Services, TMILL

Plantation Drive

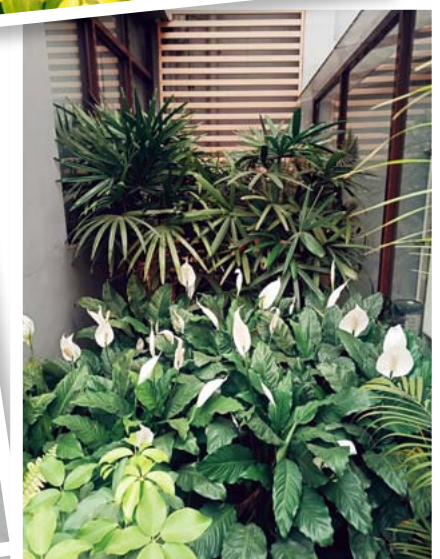
One of our employees, Ravindra Gamre (highlighted in the first image) with his group of friends in the personal capacity donated and planted Alphonso Mango Trees at Village Aadi Mahad Khadi Taluka Mhasle, District: Raigad. This initiative in the long run shall be a revenue generating source for the villagers as they benefit by selling these Alphonso mangoes post 4 Years of plantation, in the local market.



Creativity at its best

Simmy Gupta presents famous Warli Art of Maharashtra and sketch art of Lord RadheKrishna.

Along with the photographs, she also captured TMILL Jamshedpur Office, showcasing the greenery around the office area.





EMPLOYEE ENGAGEMENT

Capturing through Lenses



Preetam Choudhury

A splash of vibrant colours



Zoya Ahmed, D/o Farha S Ahmed

Vivid colours of creativity



Garima

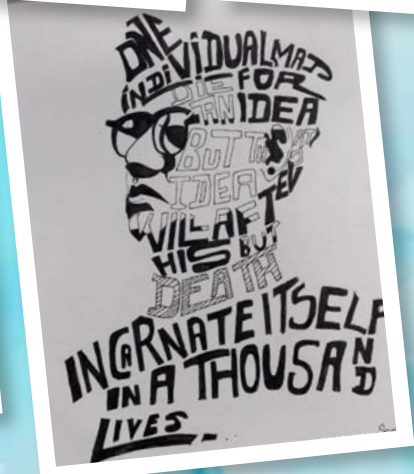


Garima Ghosh, D/o Goutam Ghosh



Ayush Sarkar, S/o Sukanta Sarkar

Strokes of creativity



Sayonika Chatterjee,
D/o Somnath Chatterjee



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