The Public Sector Enterprises in Indian economy were accorded cardinal place right from the onset of the Second Five Year Plan. The span of almost four decades speaks volumes with regard to the crucial role and stupendous success achieved by the Public Sector Enterprises. The period is marked for growth, development, expansion and modernisation for the Public Sector Undertakings. Huge investments were made in the successive Five Year Plans laying considerable emphasis on the development of core sector. Steel industry, in the core sector, received exclusive and particular attention as a part of the development programme of core sector. At present, there are six integrated steel plants under the aegis of Steel Authority of India Ltd. in Public Sector with 166 allied industry.

However, everything did not go well with SAIL. It confronted with some lapses in the forms of faltering return, declining profitability and productivity. Some of the reasons are attributed to under utilisation of capacity, over staffing, poor maintenance of plants and machineries, lack of appropriate captive power plants and lack of autonomy of different sorts. The economic
liberalisation started in 1991 and the Government decisions to provide more autonomy to the Public Sector have spurred SAIL to make up these lapses and to meet the challenges lying ahead in the wake of adoption of the philosophy of the globalisation head on. SAIL's profitability and productivity have improved to a greater extent. As one of the tenth giants among the world steel making industry, SAIL has not been unmindful of its responsibility towards social sector. The present thesis has been taken up by the Research Scholar to study whether the steel industry has been able to achieve its social objectives or not. The social cost benefit in SAIL over a long period of time would provide a crystal clear picture as to the extent of attainment of social objectives by this industry. It is based on the hypothesis that society must share benefits of plant and policies of the Government with respect to business in terms of employment, income and host of social welfare measures. The study has made a comparative analysis of social cost benefit in SAIL and TISCO to know as to how these two companies, different in nature, size and ownership, perceive the development of social sector of the economy.

The present thesis has been segmented into six chapters. The first chapter provides a comprehensive
review of the Steel Authority of India Limited (SAIL) in terms of an appraisal of both physical and financial performance.

The second chapter deals with the frame-work, research design, hypothesis and methodology of the present study. It also provides a comprehensive review of literature on the previous research works pertaining to social cost benefits analyses.

Third chapter provides a detailed conceptual review about the social cost benefit. In this chapter, suitable parameters for determining the social cost benefit in SAIL have been evolved by the Researcher based on the review of a number of conceptual models of social cost benefit in an organisation.

Fourth chapter examines the applicability of the specific set of selected parameters relating to social cost benefit in SAIL. How social performance of SAIL has benefitted not only its employees in general but the surrounding society at large has also been discussed here.

Fifth chapter presents a comparative analysis of Social Cost benefit in SAIL and TISCO and the last chapter, as usual, gives summary of conclusions and findings of the study.