

UNITED STATES  
SECURITIES AND EXCHANGE COMMISSION  
Washington, D.C. 20549

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FORM 8-K

CURRENT REPORT

Pursuant to Section 13 or 15(d) of  
The Securities Exchange Act of 1934

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Date of Report (Date of earliest event reported):  
June 6, 2012

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United States Steel Corporation  
(Exact name of registrant as specified in its charter)

Delaware  
(State or other  
jurisdiction of  
incorporation)

1-16811  
(Commission File  
Number)

25-1897152  
(IRS Employer  
Identification No.)

600 Grant Street, Pittsburgh, PA  
(Address of principal executive  
offices)

15219-2800  
(Zip Code)

(412) 433-1121  
(Registrant's telephone number,  
including area code)

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Check the appropriate box below if the Form 8-K filing is intended to simultaneously satisfy the filing obligation of the registrant under any of the following provisions:

- Written communications pursuant to Rule 425 under the Securities Act (17 CFR 230.425)
  - Soliciting material pursuant to Rule 14a-12 under the Exchange Act (17 CFR 240.14a-12)
  - Pre-commencement communications pursuant to Rule 14d-2(b) under the Exchange Act (17 CFR 240.14d-2(b))
  - Pre-commencement communications pursuant to Rule 13e-4(c) under the Exchange Act (17 CFR 240.13e-4(c))
-

Item 7.01 Regulation FD Disclosure

United States Steel Corporation is furnishing information under Regulation FD for the June 6, 2012 presentation given by members of executive management at the U. S. Steel Investor Day. Attached is the presentation in substantially the form given.

Item 9.01 Financial Statements and Exhibits

(d) Exhibits

99.1. U. S. Steel Investor Day Presentation.

SIGNATURE

Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned hereunto duly authorized.

UNITED STATES STEEL CORPORATION

By /s/ Gregory A. Zovko  
Gregory A. Zovko  
Vice President &  
Controller

Dated: June 6, 2012

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### Forward-looking Statements

These presentations contain forward-looking statements with respect to market conditions, operating costs, shipments, prices, capital spending, and employee benefit costs and payments. Although we believe that we are experiencing a gradual economic recovery, there are signs of continued economic issues in Europe and U. S. Steel cannot control or predict the impact. Other more normal factors that could affect market conditions, costs, shipments and prices for both North American and European operations include: (a) foreign currency fluctuations and related activities; (b) global product demand, prices and mix; (c) global and company steel production levels; (d) plant operating performance; (e) natural gas, electricity, raw materials and transportation prices, usage and availability; (f) international trade developments, including court decisions, legislation and agency decisions on petitions and sunsets; (g) the impact of fixed prices in energy and raw materials contracts (many of which have terms of one year or longer) as compared to short-term contract and spot prices of steel products; (h) changes in environmental, tax, pension and other laws; (i) the terms of collective bargaining agreements; (j) employee strikes or other labor issues; and (k) U.S. and global economic performance and political developments. Domestic steel shipments and prices could be affected by import levels and actions taken by the U.S. Government and its agencies, including those related to CO2 emissions, climate change and shale gas development. Economic conditions and political factors in Europe and Canada that may affect U. S. Steel Europe's and U. S. Steel Canada's results include, but are not limited to: (l) taxation (m) nationalization; (n) inflation; (o) government instability; (p) political unrest; (q) regulatory actions; and (r) quotas, tariffs, and other protectionist measures. Factors that may affect our decisions on strategic initiatives include, among other things: (s) the cost and availability of capital; (t) the anticipated cost of additional facilities (whether built or acquired); and (u) current and anticipated product demand in the automotive and shale natural gas markets and availability of alternative products for such applications. Factors that may affect our ability to construct new facilities include: (v) levels of cash flow from operations; (w) general economic conditions; (x) business conditions; (y) cost and availability of capital; (z) receipt of necessary permits; and (aa) unforeseen hazards such as contractor performance, material shortages, weather conditions, explosions or fires. In accordance with "safe harbor" provisions of the Private Securities Litigation Reform Act of 1995, cautionary statements identifying important factors, but not necessarily all factors, that could cause actual results to differ materially from those set forth in the forward-looking statements have been included in U. S. Steel's Annual Report on Form 10-K for the year ended December 31, 2011, and in subsequent filings for U. S. Steel.



## Opening Remarks

*June 6, 2012*

**John P. Surma**  
Chairman and Chief Executive Officer





North American production facilities

2002



2012



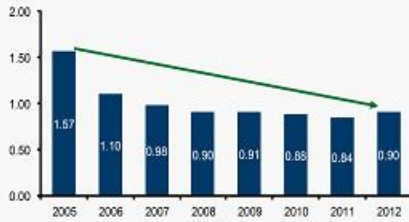
**Steel production facilities**  
**Tubular production facilities**  
**Wholly owned iron ore facilities**  
**JV iron ore facilities**



Global safety performance - 2005 to May 2012

OSHA Recordable Rate

43% Improvement 2005 to May 2012



Days Away from Work Rate

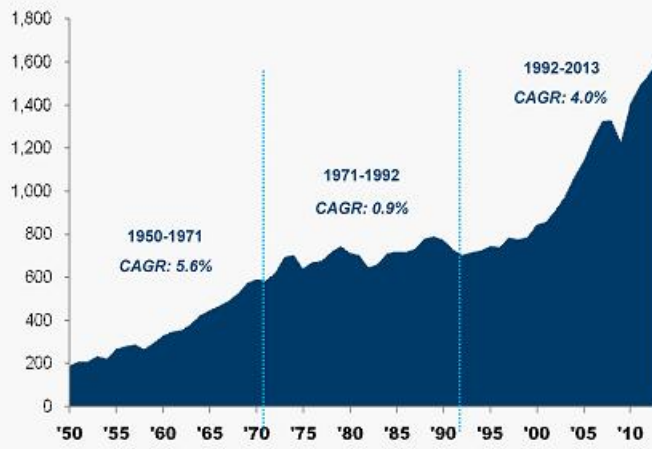
77% Improvement 2005 to May 2012



Frequency of Injuries (Per 200,000 Manhours)



World steel demand (mm tonnes)



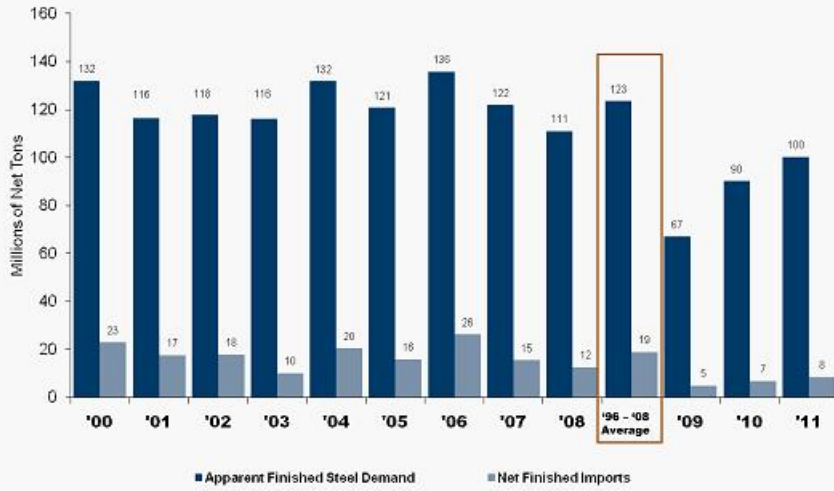




# U.S. Finished Steel Demand and Net Imports

Source: AIS Annual Statistical Review

*A recovery in progress*





*Experienced and committed leadership*

**Proven track record across a broad range of industry and market conditions**

**Average U. S. Steel experience of more than 22 years**

**Average steel industry experience of more than 28 years**





*Leverage our assets to competitively priced natural gas*





*Customer support, technical expertise and product innovation*





United States Steel Corporation

**Making Steel • World Competitive • Building Value**





## Opening Remarks

*June 6, 2012*

**John P. Surma**  
Chairman and Chief Executive Officer





## Strength & Opportunity in North American Flat-Rolled

*June 6, 2012*

**Michael S. Williams**  
Senior Vice President  
North American Flat-Rolled Operations



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**2011 Trade Sales \$12.4 billion USD**

**Annual Raw Steel Capacity of 24.3 million tons**

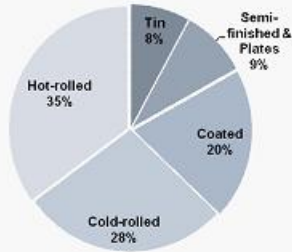
**Vertically Integrated - Iron Ore Mines to Automotive quality and Tin coating lines**

7 Steelmaking facilities

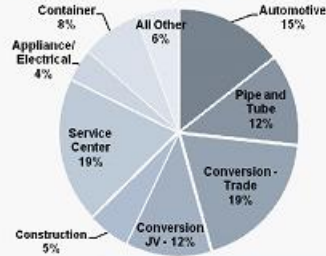
15 directly owned or Joint Venture finishing facilities

**Diverse product offering servicing the flat-rolled customers' demands**

**Q1 2012 Trade Shipments Product Mix**



**Q1 2012 Trade Shipments by Market Segment**







# North American Flat-Rolled Operations Facilities

## Iron Ore Pelletizing Capacity 25 million tons

Plant	Raw Steel Capacity (million net tons)
Gary	7.5
Mon Valley	2.9
Fairfield	2.4
Great Lakes	3.8
Granite City	2.8
Lake Erie	2.6
Hamilton	2.3
<b>TOTAL</b>	<b>24.3</b>



● Operations ● Joint Ventures

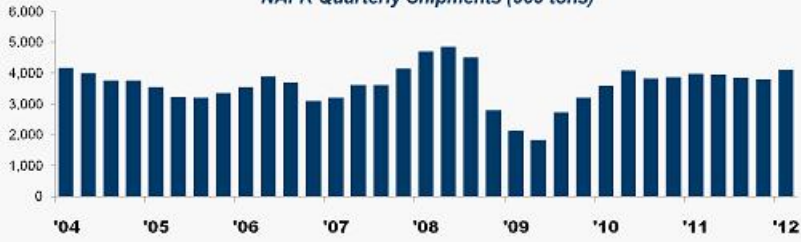


# North American Flat-Rolled: Operational Performance



	'04	'05	'06	'07	'08	'09	'10	'11
<b>Raw Steel Production (million net tons)</b>	17.3	15.3	16.4	16.8	19.2	11.7	18.4	18.6
<b>% Raw Steel Utilization</b>	89%	79%	84%	83%	79%	48%	76%	77%
<b>Annual Capacity (million net tons)*</b>	19.4	19.4	19.4	20.2	24.3	24.3	24.3	24.3

NAFR Quarterly Shipments (000 tons)



\* Includes U. S. Steel Canada raw steel capacity from date of acquisition on October 31, 2007



# North American Flat-Rolled: Contract vs. Spot Mix

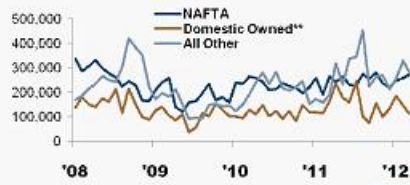
### Total Flat-Rolled 2011



### Total Flat-Rolled 1Q12



### U.S. flat-rolled import trends



Sources: Department of Commerce and U.S. Steel Internal Reports

\*\* Domestic Owned Countries Include: Australia (Bluescope), Korea (USS-Posco), Brazil (CSN Heartland)



# NAFTA Apparent Steel Demand

Million Metric Tons

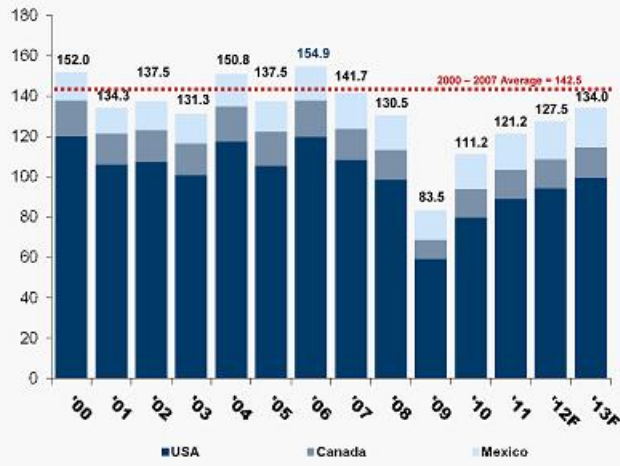
## NAFTA Market 2012



## NAFTA 2013

Demand to increase 6.5 million MT

- ↑ Automotive
- ↑ Appliance
- ↑ Pipe & Tube
- ↑ Tin

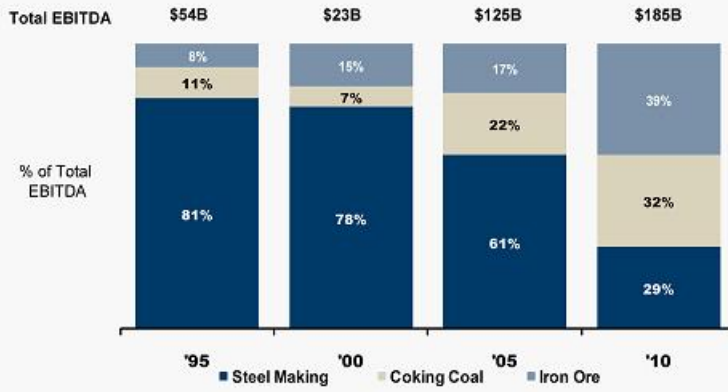


Source: Worldsteel SRO April 2012



Higher steel prices needed to cover higher raw material costs

Global HRC value chain<sup>(1)</sup> profit pool split evolution since 1995



Sources: McKinsey, World Steel Dynamics

(1) Flat steel assumed to represent 70% of the overall iron ore/met coal demand (the other 30% being long steel); HRC assumed to be 85% of flat steel; calculations based in US\$



## Strategic Investment: Clairton C Battery Project

***Install a new 6-meter, 84-oven coke battery, expected annual coke production capacity of 960,000 tons***

***Project Status***

Construction began March 2010  
Coke production scheduled to begin late 2012





## Strategic Investment: Gary Works Carbon Alloy Project

*Install two  
250,000 tons/yr.  
Carbon Alloy  
Synthesis  
Process (CASP)  
Modules,  
expected to  
produce 500,000  
tons/yr. of  
Cokonyx™ (blast  
furnace lump  
coke substitute)*

### **Project Status**

Construction began  
August 2010  
Start-up planned  
2012





# Coke Rate vs. Natural Gas Injection

### Blast furnace fuel cost per ton of hot metal\*



### Natural Gas Price NYMEX \$/MMBTU



\*Assumes Coke at \$450 per ton, Injection Coal at \$150 per ton, Natural Gas at \$4 per mmbtu, and 100 pound reduction in Coke used per ton of hot metal



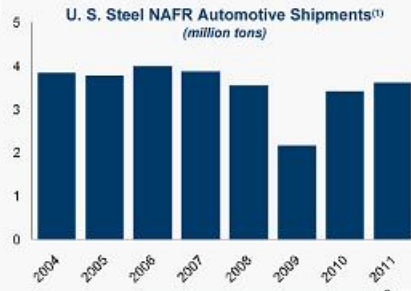
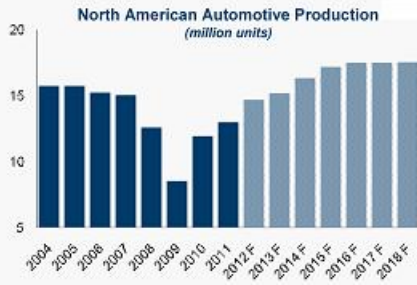


## Strength and Opportunity in Automotive

**Strong growth market**

**Strategic focus**

**Positioned to support all NAFTA automotive OEMs on all major flat-rolled product lines**



Source: Wards

<sup>(1)</sup> Includes PRO-TEC sales.



# Strategic Investment: PRO-TEC JV Continuous Annealing Line

**500,000 tons/yr  
production capacity**

**Steel Products**

*Mild steels*

*High Strength Steels*

*Advanced High  
Strength Steels*

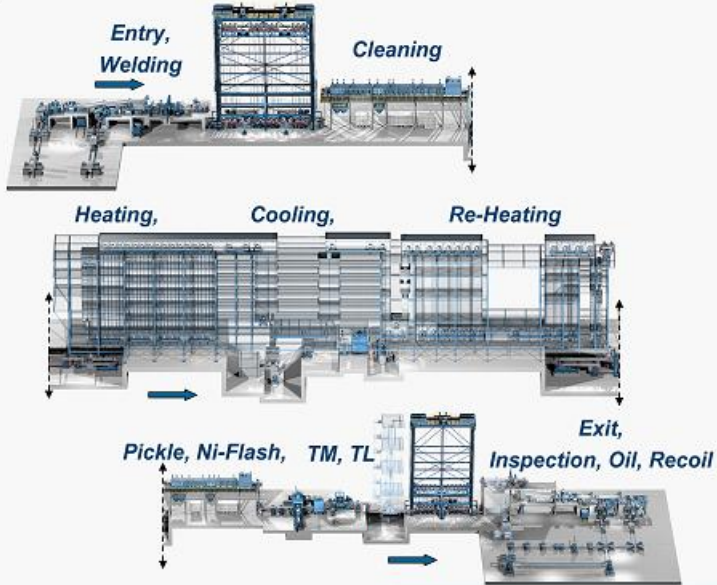
*Ultra High Strength  
Steels (up to 1500 MPa)*

*Generation 3 Steels  
(in development)*

**Project Status**

Construction began  
March 2011

Start-up planned Q1  
2013



Line Building Length = 1,325 ft. (404 m)

United States Steel Corporation

12



### *Strength & Opportunity*

*2nd largest North American flat-rolled producer*

*Leading producer of quality flat-rolled products*

*Strong raw materials position and getting stronger*

*Strategic investments to achieve balanced coke position*

*Leveraging affordable NG to improve cost competitiveness*

*Leading the next generation of advanced high strength steels for automotive*



## Strength & Opportunity in North American Flat-Rolled

*June 6, 2012*

**Michael S. Williams**  
Senior Vice President  
North American Flat-Rolled Operations



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## U. S Steel and the Automotive Industry

*June 6, 2012*

**Bert Phillips**  
General Manager - Automotive



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making the steels that make  
the vehicles  
we drive safer



- *Automotive Market and Strategy*
- *Automotive Center Overview*
- *Steel – the Automotive material of choice*
- *Life Cycle Assessment – Steel versus alternative materials*
- *Advanced High Strength Steels for Automotive*

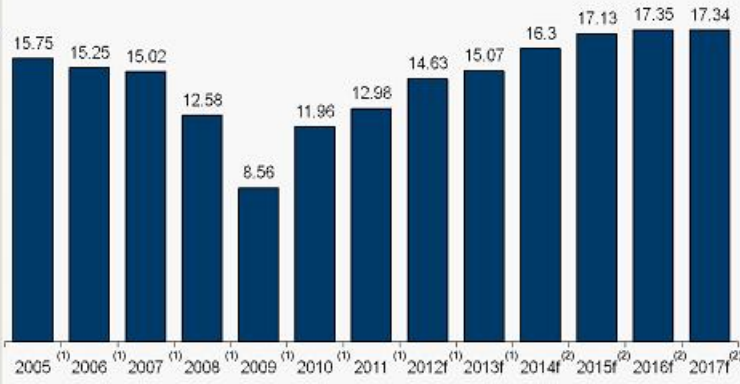


**NAFTA Production**  
(millions of units)

*Industry on a path of recovery to pre-recession levels next year*

*Light Vehicle inventory remains at historic low levels*

*1.5 million units of new assembly capacity announced or considered*



Source: (1) Ward's Automotive and (2) IHS Automotive



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making the steels that make  
the vehicles  
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## U. S. Steel Automotive Strategies

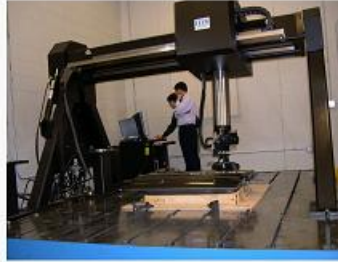
*Create long term strategic relationships*

*Develop products to help our customers meet increasingly stringent safety and fuel efficiency requirements*

*Create Value-Added opportunities*

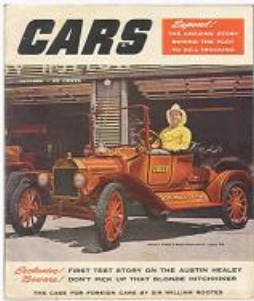
*Maintain steel's position as the safe, affordable and sustainable automotive material of choice*







## CARS Magazine October 1953

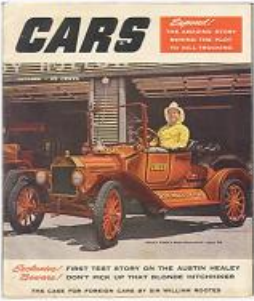


“The day of the passenger car made primarily of iron and steel is on the wane” giving ground to aluminum, magnesium and plastics.



# What is the automotive material of choice?

CARS Magazine  
October 1953



“The day of the passenger car made primarily of iron and steel is on the wane” giving ground to aluminum, magnesium and plastics.

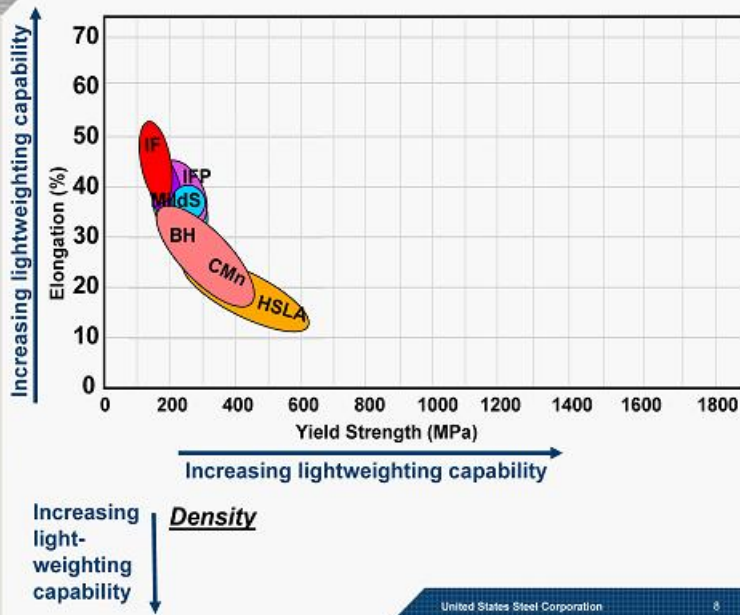


**Light weighting is a function of:**

- Strength
- Design Flexibility
- Density

**Steel has the advantage in:**

- Strength
- Design Flexibility



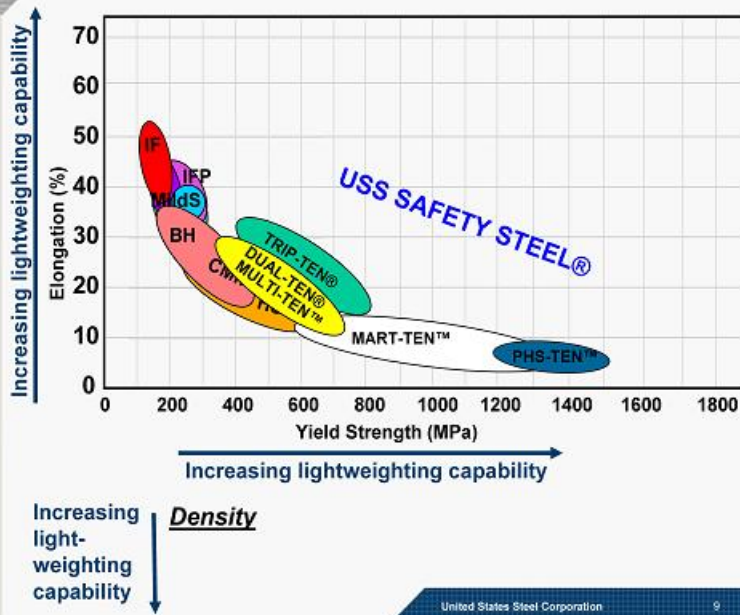


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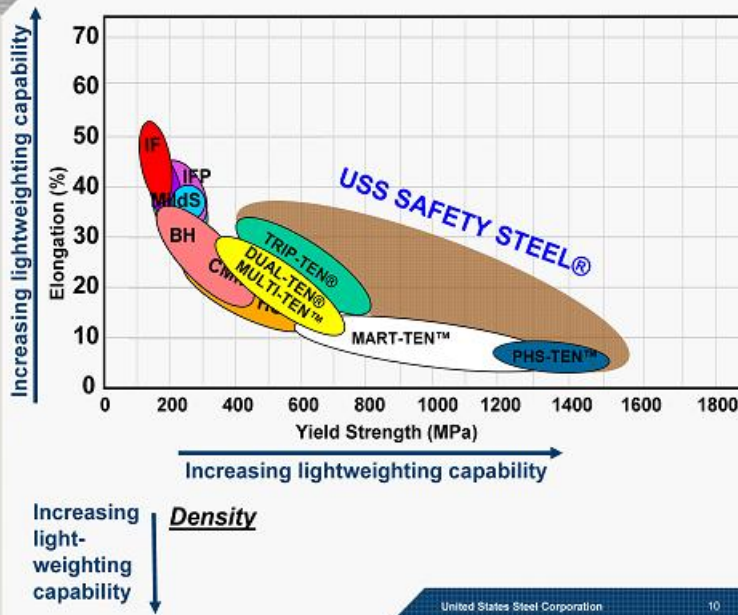


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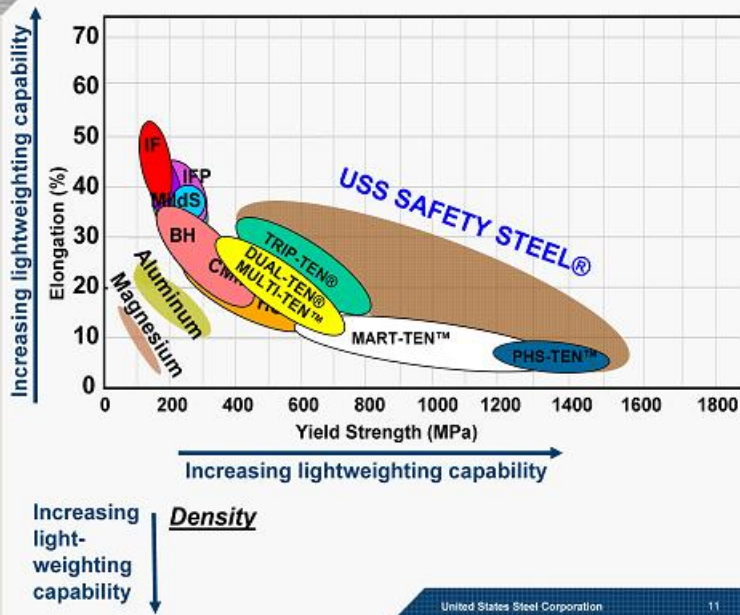


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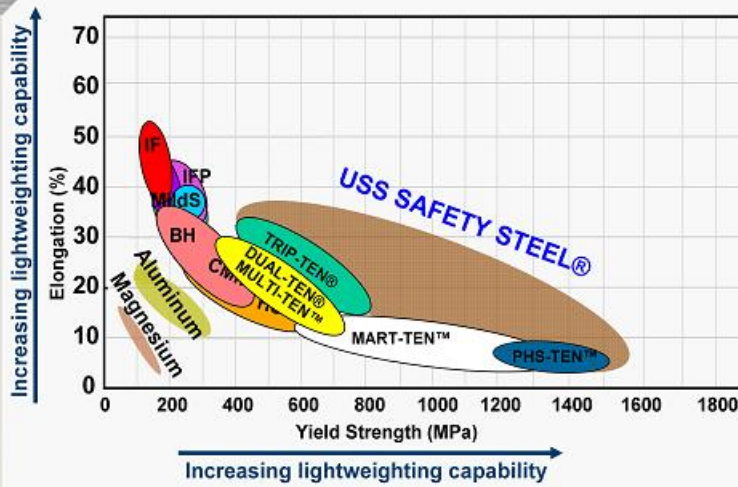


### Light weighting is a function of:

- Strength
- Design Flexibility
- Density

### Steel has the advantage in:

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Increasing light-weighting capability ↓ **Density**  
 Steel  
 Aluminum = 1/3 steel  
 Magnesium = 1/4 steel



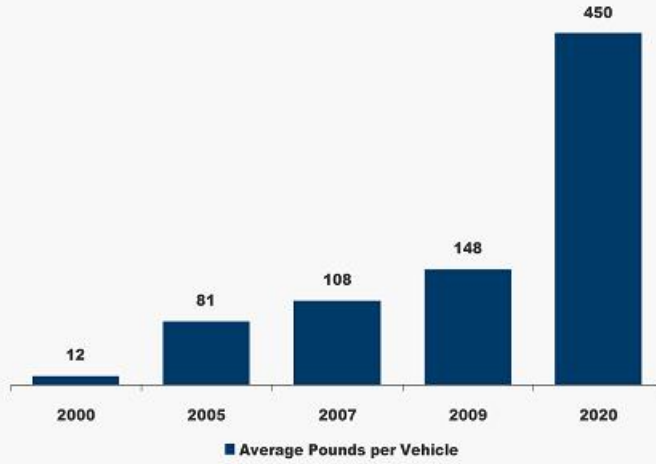


Fastest growing automotive material for the last decade and will continue to be for the next decade

Average AHSS content in new models:

2007 = 8.4%  
2009 = 13.4%  
2010 = 16.1%

## Growth of AHSS



Source: Ducker Worldwide



Lightweight design studies have demonstrated the enhanced mass reduction capability of the new steel grades

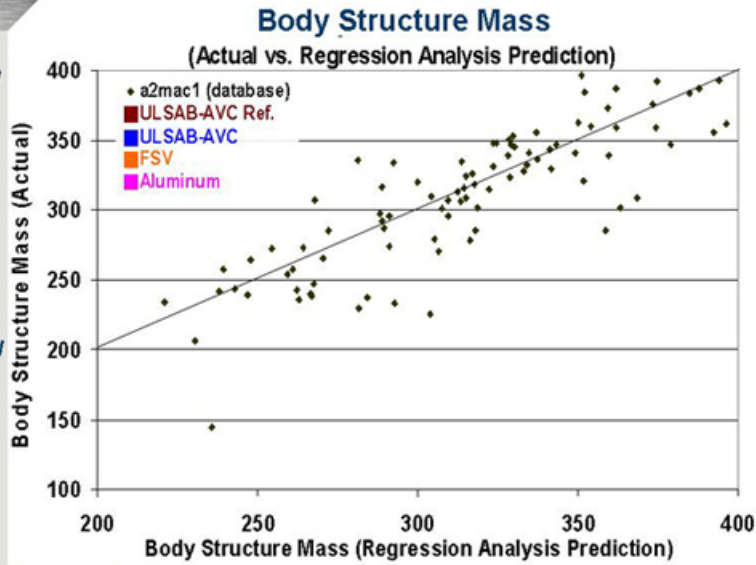
Closing the mass gap with alternative material production vehicles.

Glossary

Steel Lightweighting Programs  
ULSAB-AVC - Ultra-Light Steel Auto-Body-Advanced Vehicle Concept

FSV - Future Steel Vehicle

Competing materials  
Aluminum - Current Production  
Aluminum body Structures



Source - Auto/Steel Partnership  
- WorldAutoSteel  
- U. S. Steel internal analysis



Lightweight design studies have demonstrated the enhanced mass reduction capability of the new steel grades

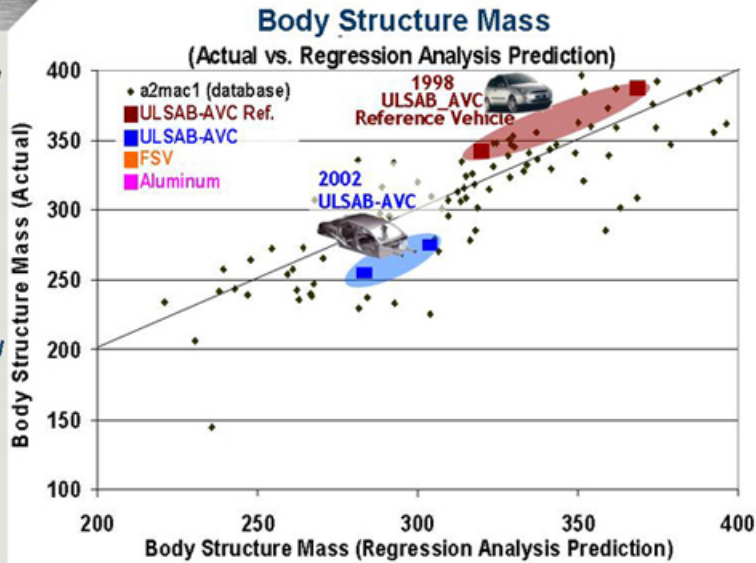
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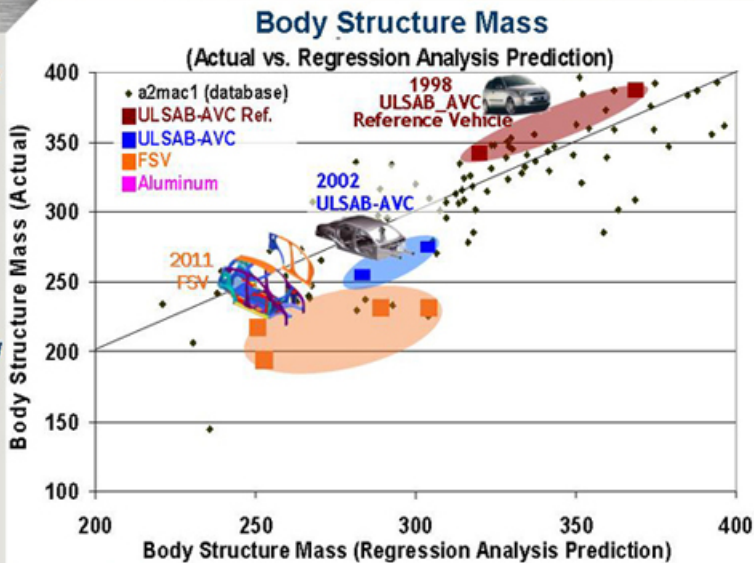
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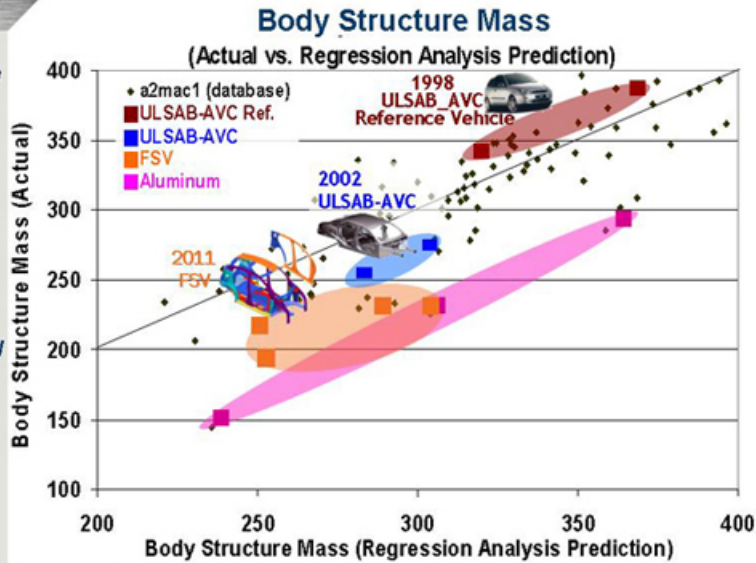
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### The Vehicle Carbon Footprint

*The environmental performance of a vehicle is currently measured by fuel economy and tailpipe emissions*

*A more meaningful metric is the vehicle carbon footprint, which includes all phases of a vehicle's life*



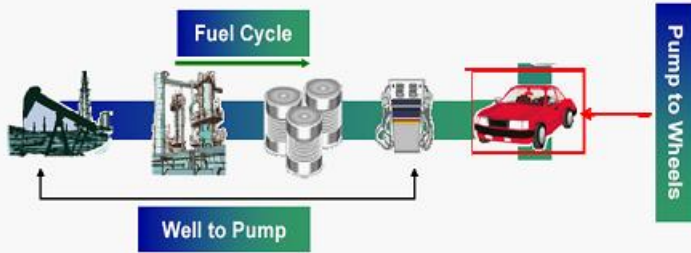
Pump to Wheels



### The Vehicle Carbon Footprint

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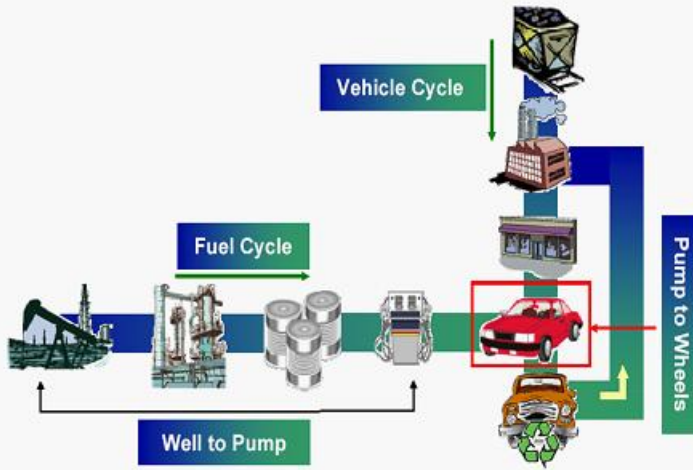




### The Vehicle Carbon Footprint

The environmental performance of a vehicle is currently measured by fuel economy and tailpipe emissions

A more meaningful metric is the vehicle carbon footprint, which includes all phases of a vehicle's life







Under a life cycle criteria steel has a significant advantage over competing materials

CO2e represents CO2 emissions or the equivalent emissions of other Greenhouse Gases

Material Production

Greenhouse Gas (GHG) Emissions

GHG from Production (in Lbs CO2e / Lbs of material)



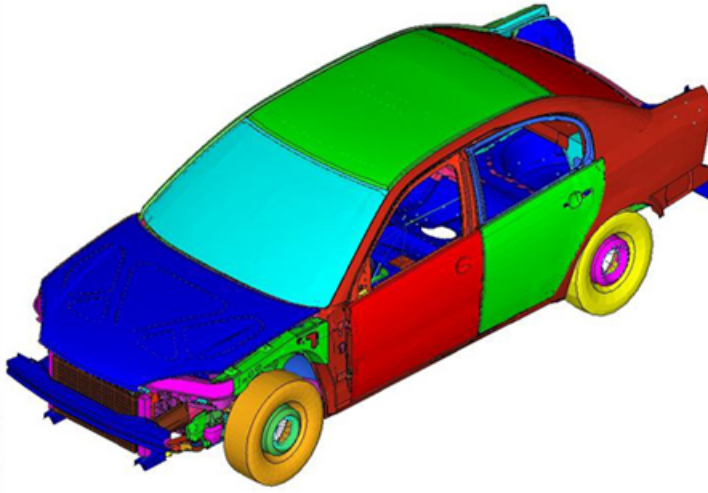
Footnotes:

- All steel and aluminum grades included in ranges.
- Difference between AHSS and conventional steels less than 5%.
- Aluminum data - global for ingots; European only for process from ingot to final products .

Source: WorldAutoSteel



U. S. Steel...  
making the steels that make  
the vehicles  
we drive safer

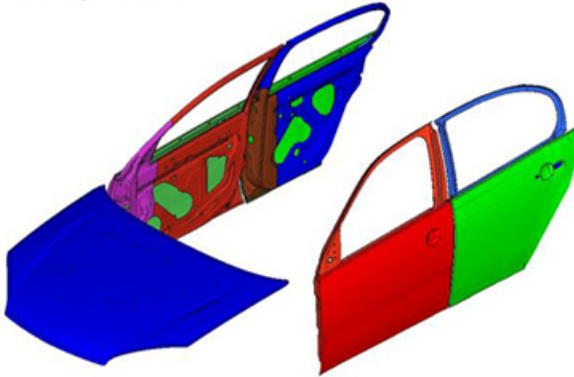




U. S. Steel...  
making the steels that make  
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Closures  
Hot-dip Coated



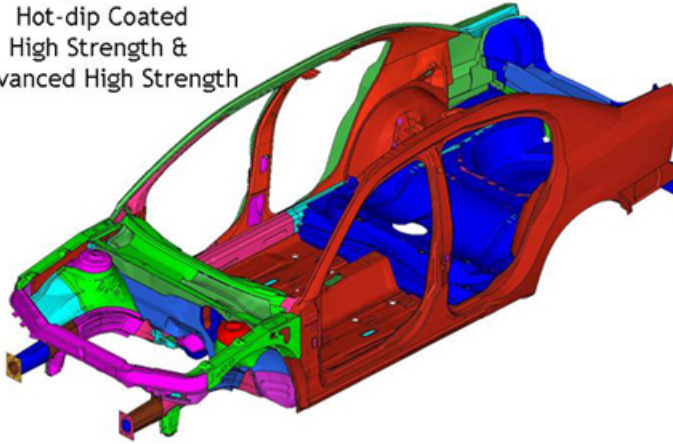


U. S. Steel...

making the steels that make  
the vehicles  
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Body Structure  
Hot-dip Coated  
High Strength &  
Advanced High Strength



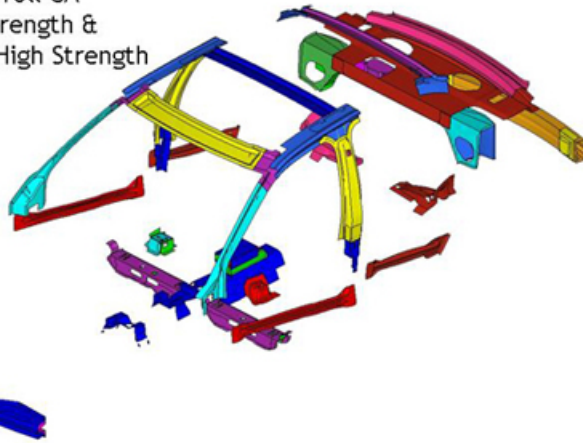


U. S. Steel...

making the steels that make  
the vehicles  
we drive safer



Body Structure  
Cold-roll CA  
High Strength &  
Advanced High Strength





U. S. Steel...

making the steels that make  
the vehicles  
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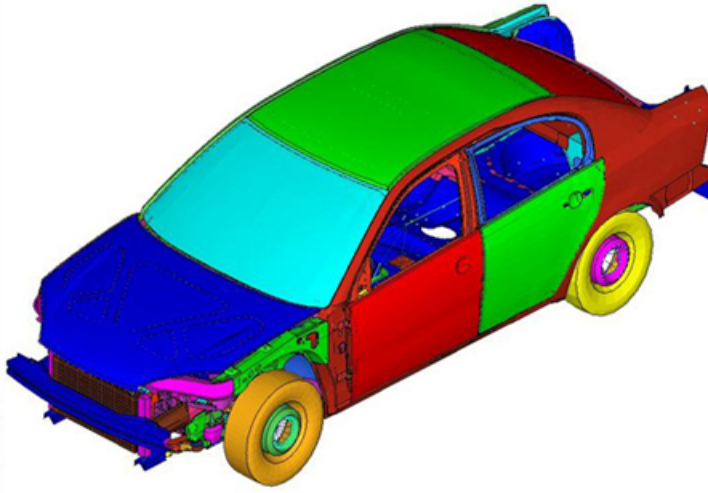


Seat Structure  
Cold-roll CA  
High Strength &  
Advanced High Strength





U. S. Steel...  
making the steels that make  
the vehicles  
we drive safer





## U. S Steel and the Automotive Industry

*June 6, 2012*

**Bert Phillips**  
General Manager - Automotive



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## Growing with the Automotive Industry

*June 6, 2012*

**Bryan P. Vaughn**  
President - PRO-TEC Coating Company





*Joint venture between U. S. Steel and Kobe Steel formed in 1990*

- Leipsic, Ohio
- 1,000,000-ton capacity
- to meet corrosion-resistant steel demand





*For both suppliers and customers*



**Substrate suppliers:**

- Gary Works
- Mon Valley Works
- Great Lakes Works
- U. S. Steel Canada



**Major automotive plants**



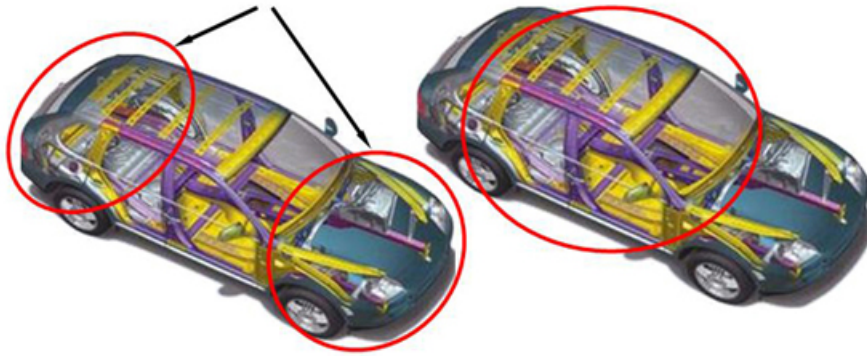


### **Crumple Zones**

(engine compartment, trunk)  
deform to absorb energy and  
control magnitude of deceleration

### **Safety Cage**

(passenger compartment)  
resists deformation to prevent intrusion



**INSURANCE INSTITUTE  
FOR HIGHWAY SAFETY**

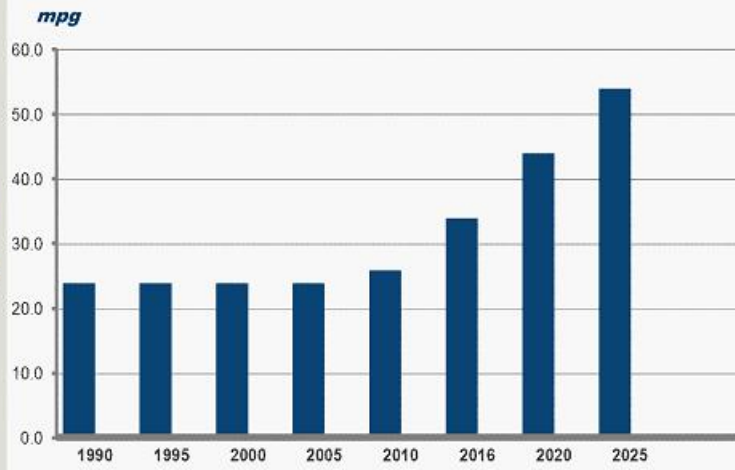
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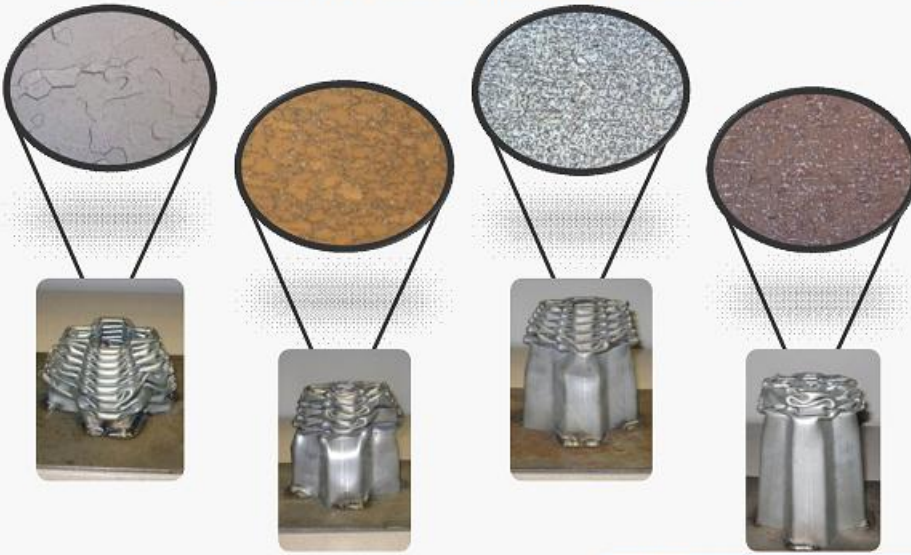
## Rising Fuel Economy Requirements

*Lighter parts with increased strength result in safer and lighter vehicles*





*Flexible product line - important to customers*

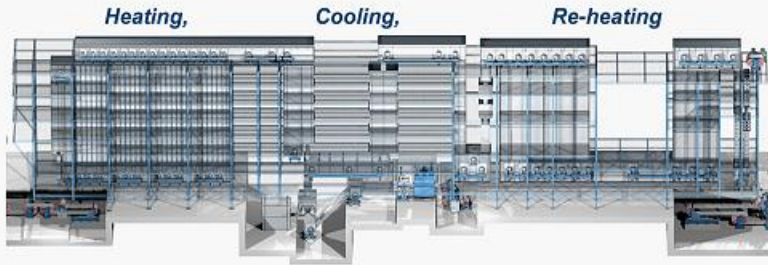






# Continuous Annealing Process

*Highly sophisticated from substrate to end product*





## Construction of the Continuous Annealing Line







## Growing with the Automotive Industry

*June 6, 2012*

**Bryan P. Vaughn**  
President - PRO-TEC Coating Company



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## Tubular Focused

*June 6, 2012*

**Douglas R. Matthews**  
Senior Vice President - Tubular Operations



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*Overview*

- *Dynamic U. S. Energy Market*
- *Strengthening Customer Relationships*
- *Well positioned to support the North American energy market*
- *Full Range Product Capability*
- *Advancing Tubular Technology*





*Providing Solutions to the Energy Industry for over a Century*

***Largest Integrated North American Tubular Producer***

- Substantial raw material self-sufficiency
- 2.8 million net tons of raw tube capacity

***Domestic Capabilities***

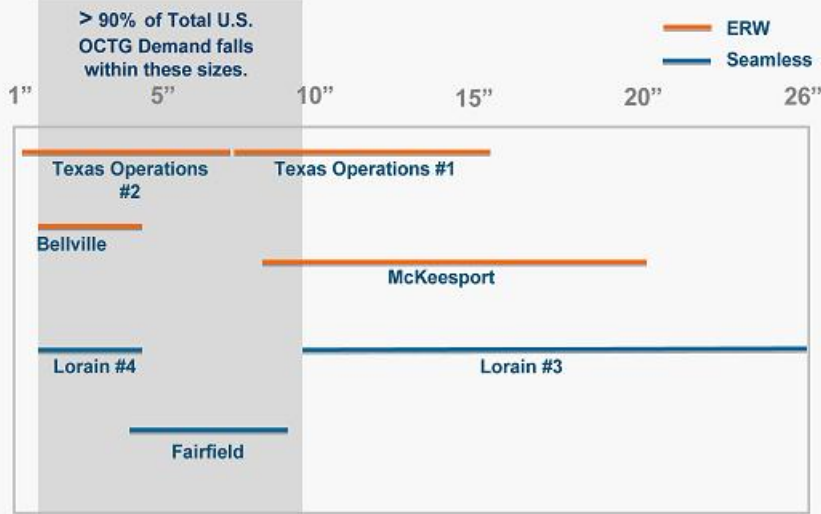
- Seamless Products
  - 1.9" to 26" Outside Diameter and 0.140" to 2.312" wall thickness
- Welded Products
  - 1.088" to 20" Outside Diameter and 0.125" to 0.670" wall thickness

***Products & Services Aligned with Market Needs***

- Oil Country Tubular Goods (OCTG) and Standard & Line Pipe
- Proprietary premium and semi-premium connections
- Rig Site Services
- Coupling production and threading
- Threading, inspection, and accessories



# Product Size Range







# From the Iron Ore Range to the Well...





# North American Operations







# North American Operations





# North American Operations

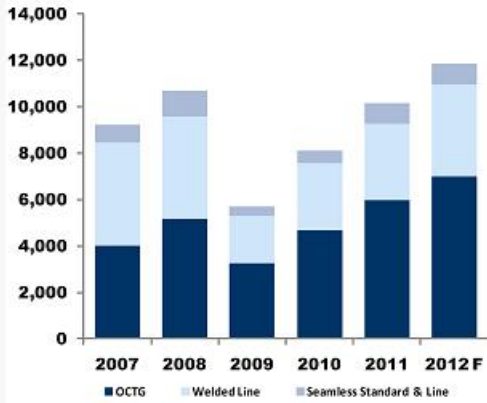




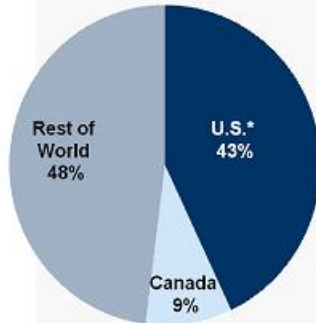
# Energy Tubular Market Consumption

Tons '000

### U.S. Consumption



### Global OCTG Demand by Region Based on % 2011 Tons



\*U.S. includes Gulf of Mexico

Source: Preston Pipe and Tube – OCTG Consumption / S&L Shipments  
Spears and Associates – Worldwide OCTG Demand Report October 2011



## Increase in U.S. Rig Count Drives OCTG Demand

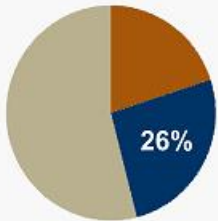
- *Development of domestic energy reserves*
- *Economical shale extraction*
- *Increasing activity in the Gulf of Mexico*



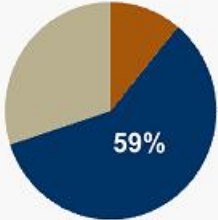


# Impact of Shale Resource on Well Type

2008 Q1

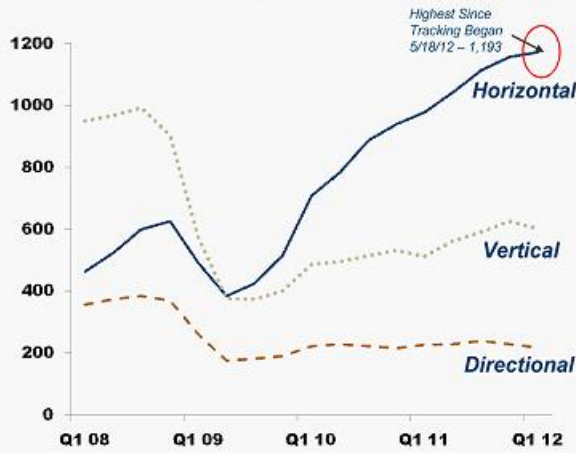


2012 Q1



■ Directional ■ Horizontal ■ Vertical

### Rig Count Changes by Well Type



Source: Baker Hughes

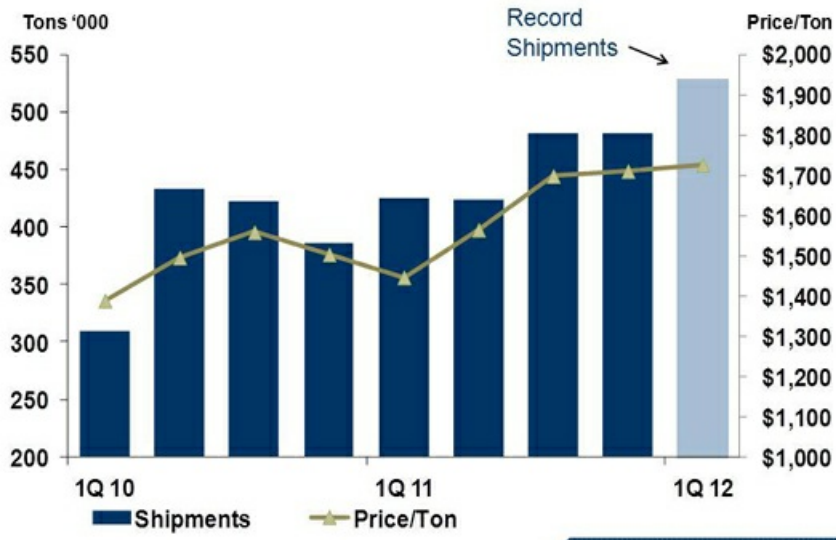
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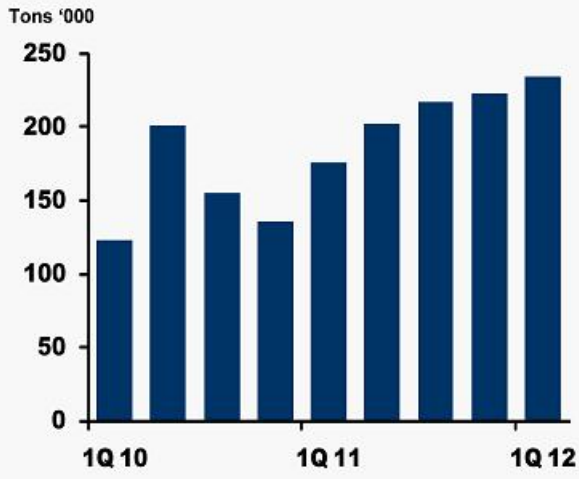
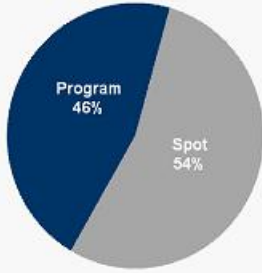
# USSTP Quarterly Shipments and Proceeds





# USSTP Program Shipments

Program Versus Spot Mix  
for twelve months ended  
March 31, 2012



\*Program Customers: Strategic, Contract Related Relationships



## Challenges

*Short Radius / Kick-off*  
*Longer Laterals*  
*Extreme Torques, Compression, Tension*  
*High Frac Pressures*  
*Multiple Fracs (Cyclic Loading)*  
*Tighter Tolerances*  
*Increased Regulatory Demands*



## Impacts

*Alloy/Heat-Treat Grades*  
*Premium Connections*  
*Technical Support*  
*Technology and Product Development*  
*Multiple Sizes/Grades in Casing String*  
*Supply Chain Flexibility (changes in string design)*



### **Location**

*Fairfield Tubular  
Operations  
Fairfield, Alabama*

### **Improvements**

*New Heat-Treat  
Quench Unit,  
Cooling Tower &  
Filtration System,  
Improved Cycle Times  
and Threading  
Capacity*





### Location

*Texas Operations Division  
Lone Star, Texas*

### Improvements

*Heat-Treat Upgrades,  
In-line Straightener  
Installations, Threading  
Capacity and In-line  
Inspection Capability*





**Location**

*Lorain Tubular  
Operations  
Lorain, Ohio*

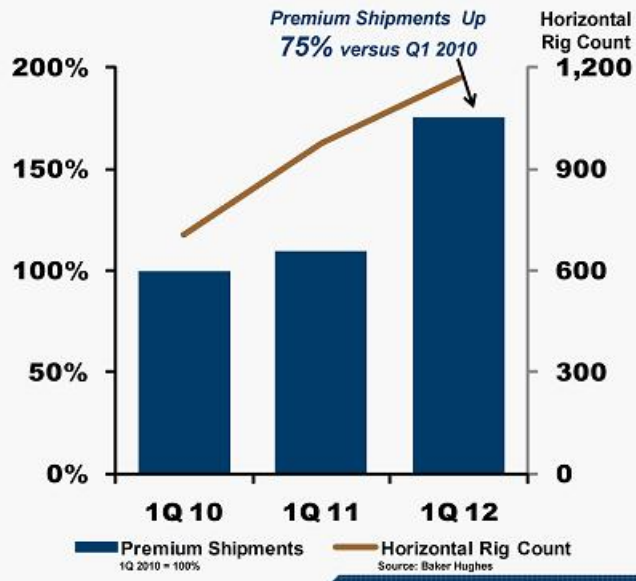
**Improvements**

*New Heat-Treat and  
Finishing Facility,  
Threading Capacity*





# USSTP Premium Shipments





## Tubular Focused

*June 6, 2012*

**Douglas R. Matthews**  
Senior Vice President - Tubular Operations



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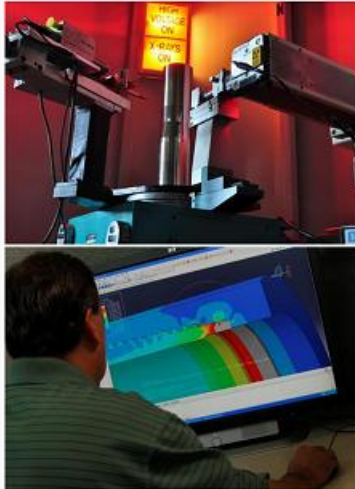
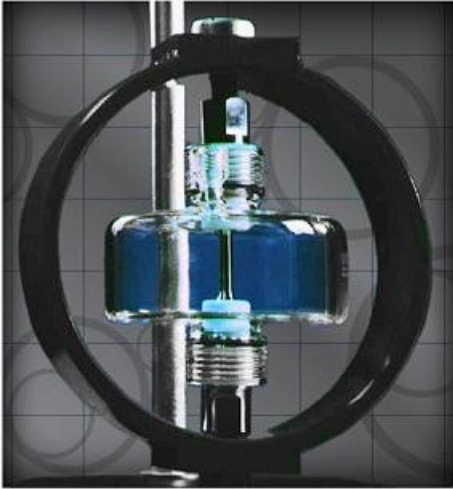
## Customer Driven

*June 6, 2012*

**David L. Britten**  
Vice President  
Tubular Technology & Business Development



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*Education/Training*  
*Materials Selection*  
*Technical Information*  
*Product Development*





*Yard Storage*  
*Inspections*  
*Logistics*  
*Rig Returns*

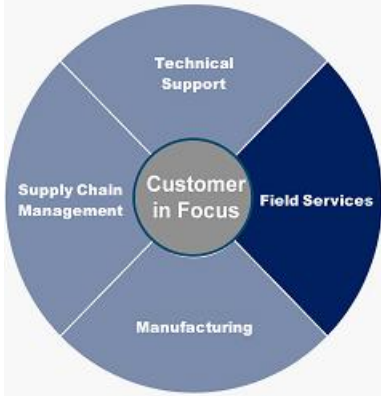




*Marker Joints*  
*Accessories*  
*Licensee Network*  
*Premium Connections*



*Rig Services  
Training*





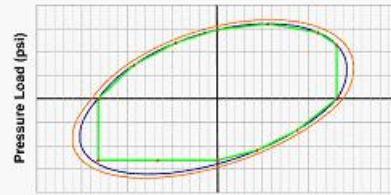
USS-CDC™

USS-PATRIOT TC™

USS-CDC HTQ™



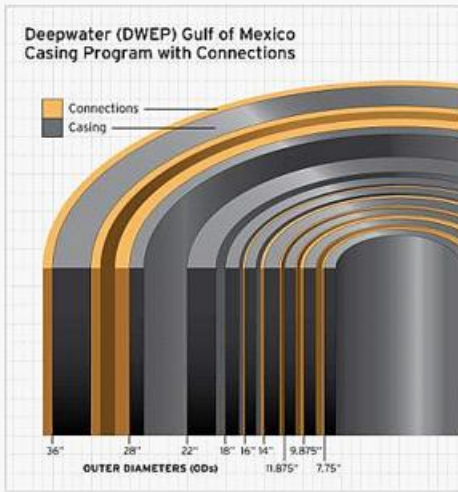
Service Load Envelope



Axial Load (lbs)

- Pipe Body 95% Yield VME Curve
- Service Load Envelope and Test Load Points
- Pipe Body 100% VME Curve





- *New regulations driving complexity*
- *Increased volume of tubulars*
- *Specialty items to meet clearance, collapse, strength and toughness needs*

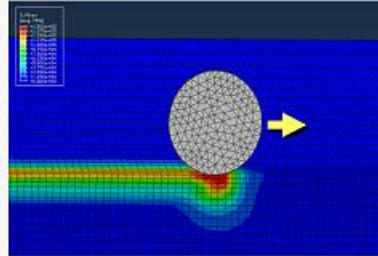




- **Process**
- **Product**
- **New Technologies – Low Plasticity Burnishing (LPB®)**



LPB® treatment of Coupling



Numerical model of LPB® ball on steel

LPB® is a patented process and a registered trademark of Lambda Technologies





*Tubular Focused – Customer Driven*



***Favorable U.S. Energy Market***

***Strong Customer Relationships and Growing Stronger***

***North America's Largest Vertically Integrated Producer  
of Energy Tubular Products***

***North America's Most Extensive Product Capability***

***Advancing Tubular Technology***



## Customer Driven

*June 6, 2012*

**David L. Britten**  
Vice President  
Tubular Technology & Business Development



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## Central Europe – A Value-added Strategy

*June 6, 2012*

**George F. Babcoke**  
Senior Vice President  
Europe & Global Operations Services



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**United States Steel Košice: Acquired in 2000**

**Located in  
Central Europe**

**Regional Market  
Advantages:**

**Good access to  
V4 countries:**

Czech Republic  
Hungary  
Poland  
Slovakia

**Competitive  
conversion  
costs**





## **Market and Cost Driven Investments**

*2002 Vacuum Degasser*

*2003 Tin Plate Facilities Expansion*

*2004 Third Dynamo Line*

*2004-2005 Cold Mill Upgrades*

*2007 Third Galvanizing Line – Automotive Quality*

*2011 Completed Pulverized Coal Injection Blast Furnaces 1, 2, and 3*

## **Environmental Investments**

*2002-2004 Sinter Plant De-dusting System*

*2000-2006 Steel Shop De-dusting, #1 Steel Shop Gas Capture System*

*2000-2008 Hazardous Landfill, Non Hazardous Landfill*

*2000-2010 Isolation of Coke Oven Gas (COG) Venting,  
COG Coke Batteries #1, 3, COG Desulphurization*





## Largest Integrated Flat-Rolled Producer in Central Europe Flat Steel Capacity: 5 MNT

Hot Rolling Mill



Cold Rolling Mill



Hot Dip Galvanizing



Dynamo



Tin Mill



Color Coating



Radiators



Pipes





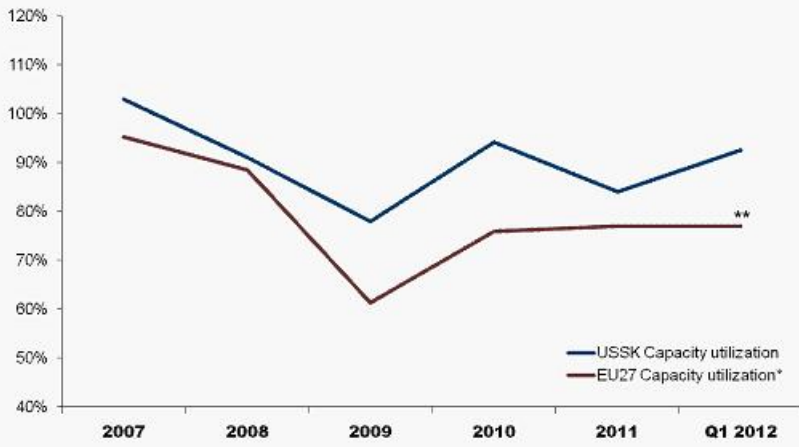
### Production Capacity



Facility	Products	Capacity NT / year
<i>Coke Batteries (2 Batteries)</i>	coke	2.1 mil.
<i>Sinter Plant (4 Strands)</i>	sinter	4.0 mil.
<i>Blast Furnaces (3 Furnaces)</i>	hot metal	5.0 mil.
<i>Steel Shop (4 BOF, 1 Vacuum Degasser)</i>	steel	5.4 mil.
<i>Hot Strip Mill (1 line)</i>	hot rolled coils	4.8 mil.
<i>Pickling Lines (2 lines)</i>	pickled hot rolled coils	2.5 mil.
<i>Cold Rolling Mill</i>	cold rolled coils	2.4 mil.
<i>Hot Dip Galvanizing Lines (3 lines)</i>	galvanized coils	794 thous.
<i>Color Coating Line (1 line)</i>	color coated coils	116 thous.
<i>Dynamo Lines (3 lines)</i>	fully processed coils	276 thous.
<i>Continuous Annealing Lines (2 lines)</i>	fully processed coils	419 thous.
<i>Electrolytic Tinning Lines (2 lines)</i>	fully processed coils	397 thous.
<i>Radiator Plant (2 welding lines)</i>	radiators	5.0 mil. m <sup>2</sup>
<i>Pipe Plant (2 spiral welding lines)</i>	spiral welded pipes	110 thous.



### Raw Steel Capacity Utilization: USSK vs EU27

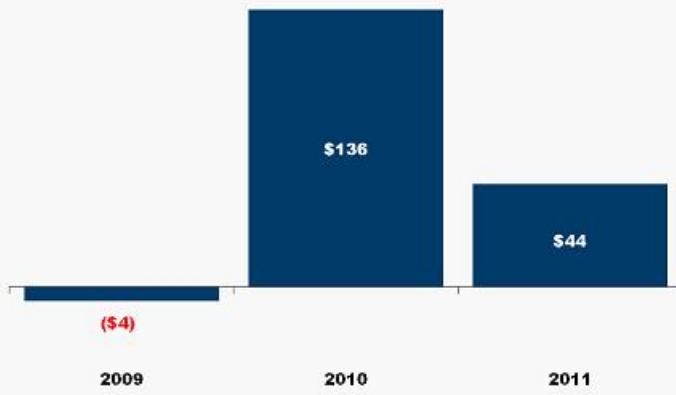


\* Total capacity less permanently idled capacity  
\*\* EU27 Capacity Utilization Q1 2012: January-February average



## U. S. Steel Košice: Income from Operations

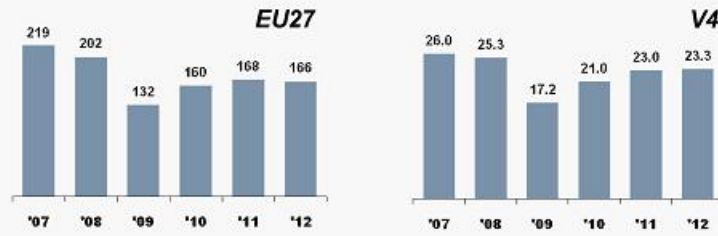
*USD Millions*





### EU Economy & Steel Market

#### Apparent Finished Steel\* Consumption in MNT



- *Poland and the Czech Republic drive V4 finished steel consumption*
- *Two-speed economy development inside of the EU –  
Central European growth rate outperforms Western Europe*

**Central Europe is our Home Market**

V4 is Poland, Czech Republic, Slovakia, and Hungary  
\* Finished Steel: Flat-Rolled Products, Long Products, Tubes



## U. S. Steel Košice Products

**Automotive**



**Tubes**



**Appliance**



**Machinery**



**Packaging**



**Construction**



**Radiators**



**Other**





### European Automotive Industry – Production (mil. units)

Total European Production (including Balkan, CIS, and Turkey)

2011: 18.8 mil. units

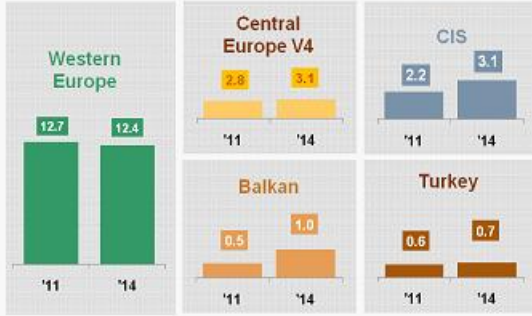
2014: 20.3 mil. units

### Certifications & Awards:

ISO 9001 & TS 16949

VW Group Supplier Award (2009)

Ford Q1 Certificate (2010)

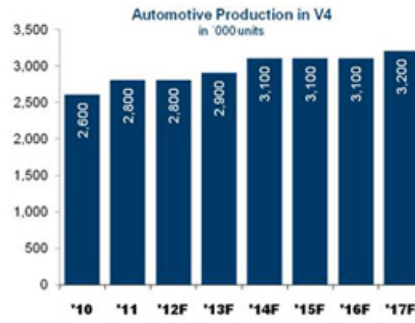




Automotive Production in Central Europe – V4

2003 vs 2017  
Car Production Increase:

+ 2 million cars

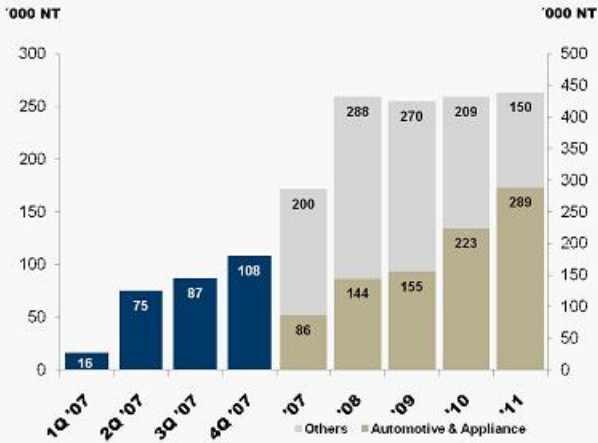






### Hot Dipped Galvanizing Line #3

← Quarterly Production at Start Up → Annual Production





### Packaging Sector – Central Europe



**Construction Growth Western and Central Europe**

Western Europe  
-2.7%\*



- Construction remains one of the most important steel using sectors in Europe
- V4 construction activity is expected to continue to outpace Western Europe
- Poland drives Central European construction growth

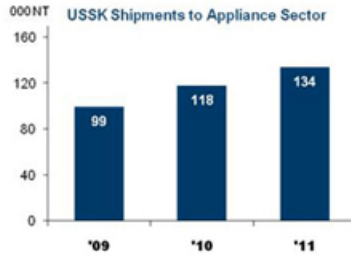


\* Growth rates for construction in 2012

Appliance Sector – Central Europe

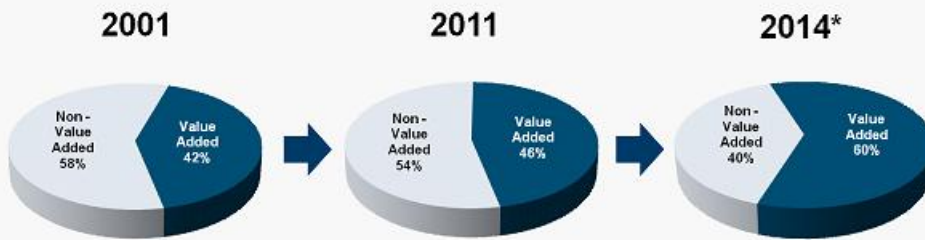


- Appliance demand in Central Europe is growing in line with the economy and living standards
- Major appliance producers are migrating, or have migrated, production to lower cost Central European countries





Value Added Shipments



Value Added (Cold Rolled, Galvanized, Electrical, Prepainted, Tinplate, Tubes)  
Non Value Added (Hot Rolled, Non-Prime)

\* Target



**% of Shipments**

**Expand our Position in V4 Region**



**Growth Of Contract Business**



\* Target





### **Strengths**

- Geographical position in the V4
- Established customer portfolio located in Central Europe
- Competitive conversion costs
- V4 economic growth strongest in Europe
- Company size (flexibility)
- Approximately 85% self sufficient on coke

### **Opportunities**

- Rising V4 steel demand in all products
- Increase shipments to key steel using domestic sectors: automotive, appliance and construction
- Displace Western European imports into the V4 across all products
- Realize full impact of commercial transformation



## Central Europe – A Value-added Strategy

*June 6, 2012*

**George F. Babcoke**  
Senior Vice President  
Europe & Global Operations Services



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## Steelmaking Cost Optimization

*June 6, 2012*

**David H. Lohr**  
Senior Vice President - Strategic Planning,  
Business Services & Administration



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### *Strength & Opportunity in North America*

Substantial financial and operating leverage to an economic recovery

Improved North American steelmaking cost position at higher utilization levels with the completion of Clairton C Battery & Gary Carbonyx modules

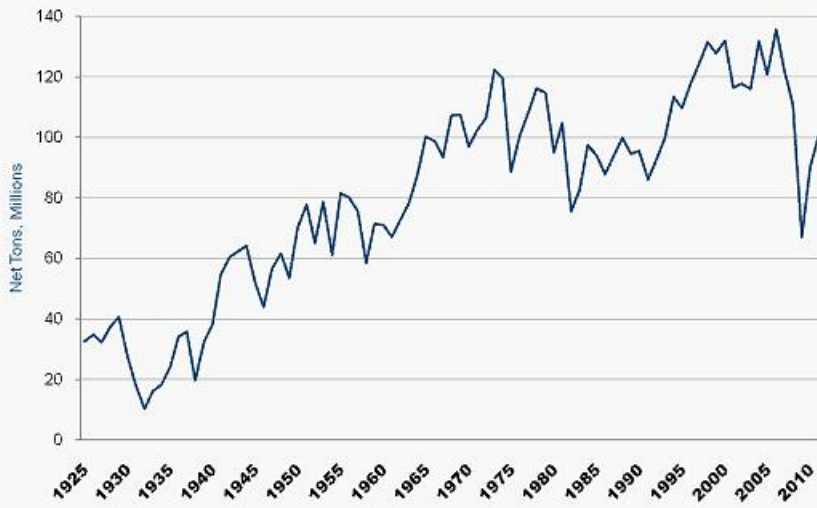
Opportunity to enhance shareholder value by expanding pellet making capability to leverage our current steelmaking assets

Further enhance returns from favorable U.S. natural gas environment

***U. S. Steel positioned for significant value creation in a recovering market***



## United States: Annual Apparent Steel Use



Source: AISI ASR Table 1A



***Strong Resource Position and Keetac Expansion Opportunity***



***Annual Pellet Requirements approximately 28 million tons***

***Annual Pellet Supply approximately 25 million tons***

Includes pellets from Minntac, Keetac and equity investments

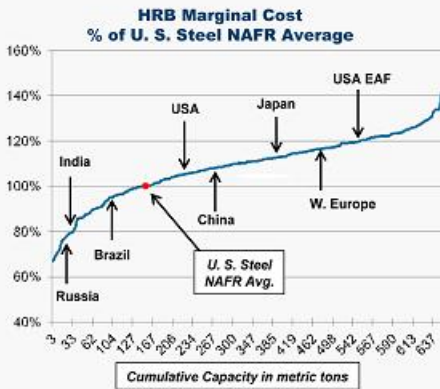
***Potential expansion of Keetac by 3.6 million tons***

Balances supply and requirements

Could provide pellets for other uses



## Favorable cost position as market recovers



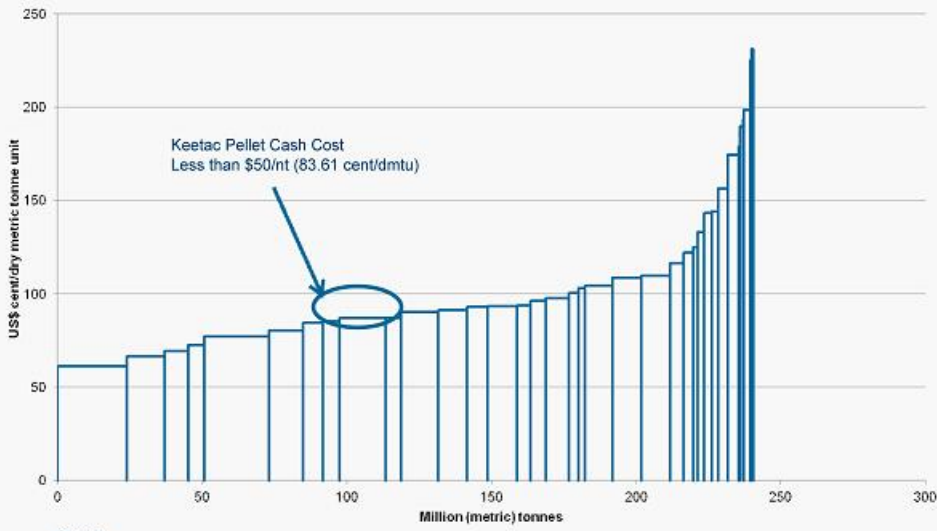
Source: World Steel Dynamics April 2012



Sources: United Nations, AISI, Worldsteel



# Global 2012 Pellet Cost Curve



Source:  
Global 2012 Cost Curve (Site Cost) – CRU  
Keetac Pellet Cash Cost – U. S. Steel



## Direct Reduction Iron (DRI) Uses

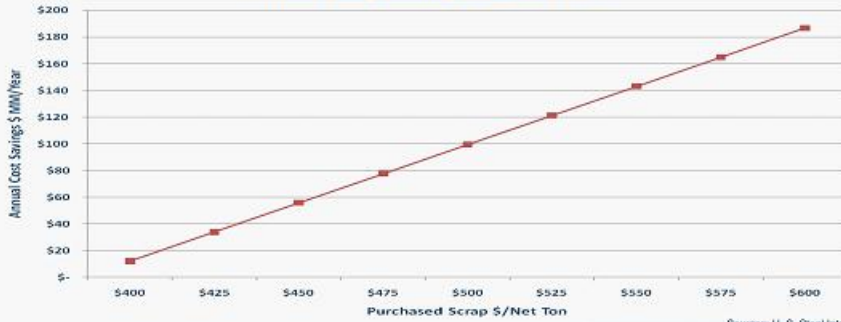
### Supplement Blast Furnace Production

- DRI is metallized so no reduction reaction is required, only heat
- Adding to BF burden can greatly increase furnace output when additional volume is cost justified

### Basic Oxygen Furnace Purchased Scrap Replacement

- At 90% capacity, U. S. Steel will require slightly more than 3 MM tons/year of purchased scrap

Annual BOF Scrap Replacement Cost Savings \$ MM for 1 MM Ton/yr DRI Unit Using Existing Minntac Pellets



Sources: U. S. Steel Internal Analysis



### Electric Arc Furnace Liquid Steel Cost Advantage: DRI vs. Scrap



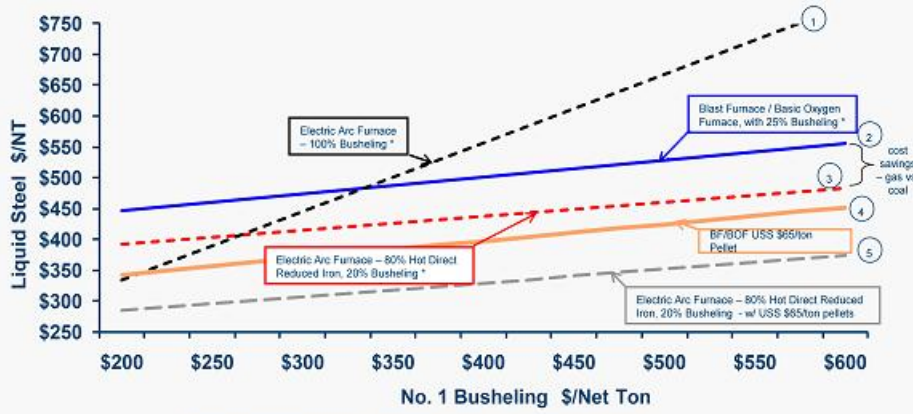
Sources: U. S. Steel Internal Analysis





**Leverage our North American iron ore position in a low-cost natural gas environment**

**Theoretical Liquid Steel Cost – Blast Furnace versus Electric Arc Furnace**

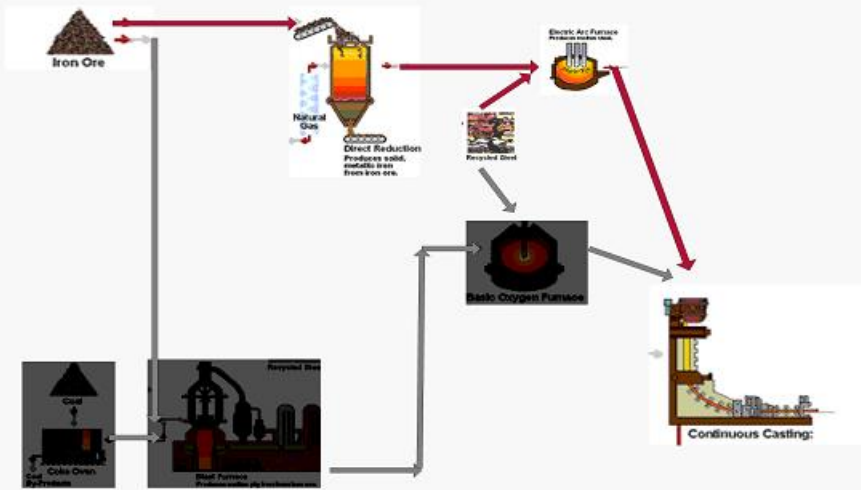


\* - Assumes market-based cost inputs of \$150/ton pellets, \$360/ton coke, \$4/MMBTU natural gas, \$50/MKWH electrical power except as noted. Owned pellet cost assumes average delivered cost to steel plant.

Sources: U. S. Steel Internal Analysis



Future Steelmaking Process Opportunities



Source: AISI



## Steelmaking Cost Optimization

*June 6, 2012*

**David H. Lohr**  
Senior Vice President - Strategic Planning,  
Business Services & Administration



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## Disciplined Capital Allocation

*June 6, 2012*

**John J. Quaid**  
Vice President & Treasurer



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### **Balanced Approach**

#### **Maintain strong liquidity position**

Total Adjusted Liquidity \$2.2 billion at March 31, 2012 (pro forma for redemption of 2013 Senior Notes)

#### **Minimal near term debt maturities**

Only \$15 million of maturities in 2012 and 2013

#### **Manageable legacy obligations**

Closed pension plans to new entrants  
Voluntary contributions

#### **Capital spending**

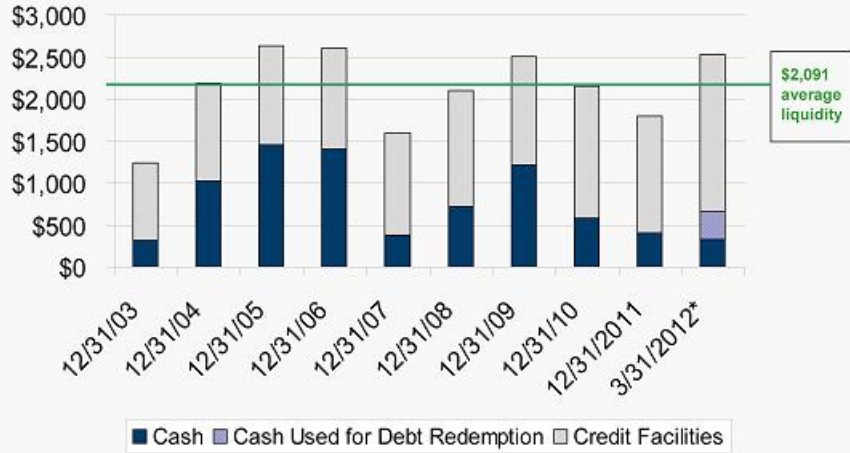
Strategic projects to improve costs, expand product offerings, and streamline business processes



# Maintain Strong Liquidity

## Liquidity above historical averages

\$ in millions

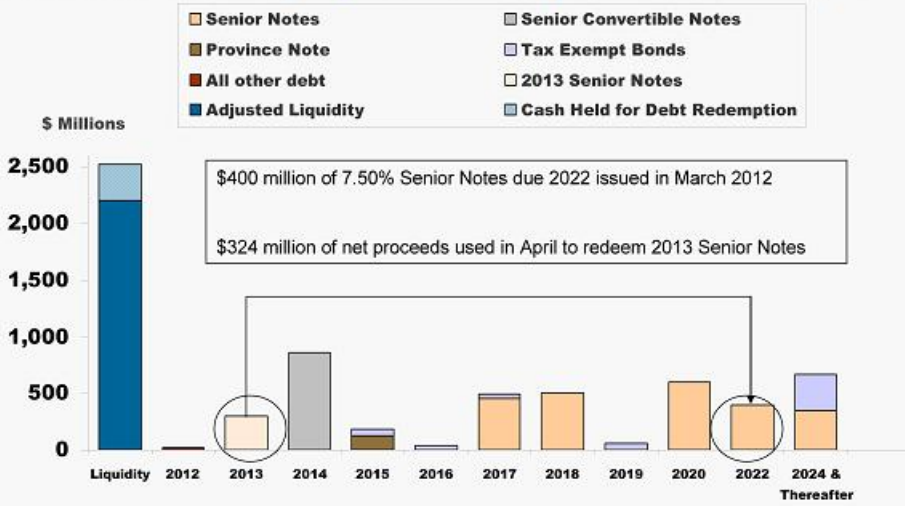


\*\$324 million in cash used in April 2012 for redemption of 2013 Senior Notes



# Minimal Near Term Debt Maturities

## Liquidity and Debt Maturity Profile as of March 31, 2012





### ***Pension Risk Management Strategy***

#### ***Defined benefit plans closed to new entrants***

- U.S. plans closed in 2003
- All Canadian plans closed by the end of 2011

#### ***Voluntary contributions to main U.S. plan***

- \$140 million in first quarter of 2012
- \$1.5 billion since 2003
- Help mitigate risk of potentially larger mandatory contributions

#### ***Long term investment approach***

- Diversified portfolio structured to help close the funding gap over the business cycle

#### ***Legislative reform efforts***

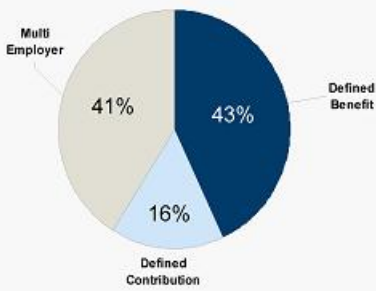
- Focused on funding stability



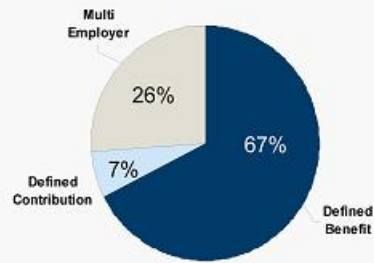


**North America Employees – plan participation**

**December 2011**



**December 2003**



**Defined benefit plans closed to new entrants - over time more employees covered by defined contribution and multiemployer plans**

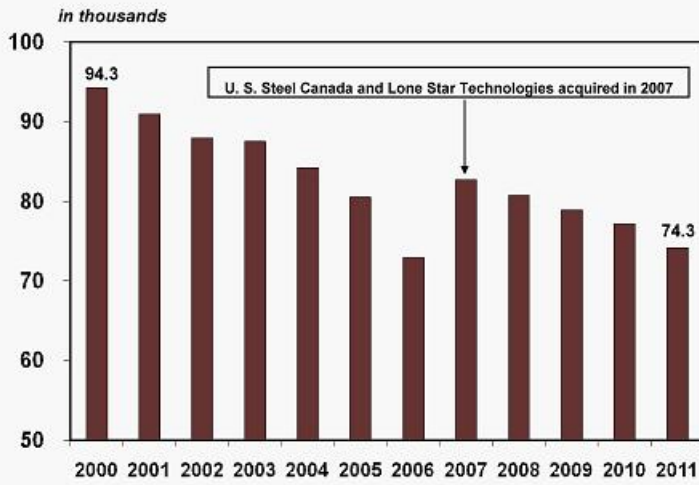
**Over 50% of U.S. represented employees covered by multiemployer plan - fixed dollar contribution of \$2.65 for each hour worked**



North America Pensioners – as of year end

80% of defined benefit plan participants

Decline of over 20% since year end 2000





## **Overview of U.S. funding regulations and reform efforts**

### **Pension Protection Act of 2006**

Normal costs\*

+ Shortfall amortization (over 7 years)

= Minimum Funding Requirement

Credit balances can be used to offset funding requirements

Discount rate based on Treasury-issued high quality corporate bond yield curve

### **Legislative reform efforts**

Relief from abnormally low interest rates

Extend period for shortfall amortization for well funded plans

\* Represents benefit costs accruing for one additional year of service plus annual administrative costs



*Focused on long-term strategic projects*

**Improve  
carbon cost  
position**

*Gary Works CarboNyx*



*Clairton C Battery*



**Expand  
product  
offerings in  
growing  
markets**

*Lorain #6 Heat Treat & Finishing Facility*



*PRO-TEC joint venture Continuous Annealing Line*





## Disciplined Capital Allocation

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**John J. Quaid**  
Vice President & Treasurer



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## Improved Financial Performance

*June 6, 2012*

**Gretchen R. Haggerty**  
Executive Vice President & Chief Financial Officer

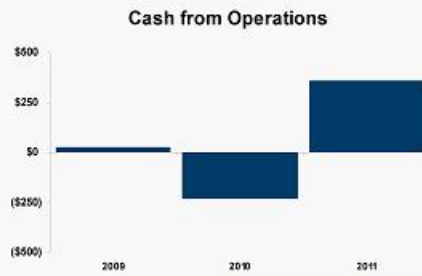
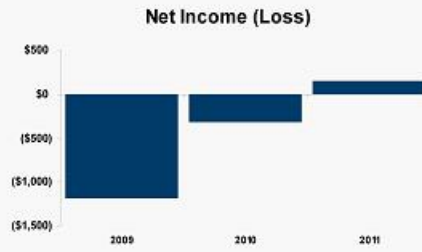
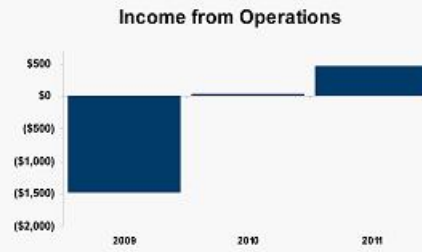
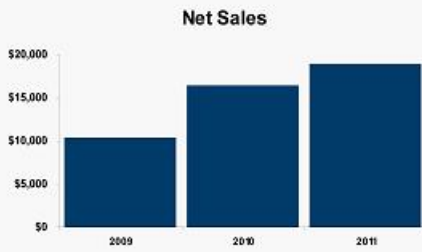


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# Substantial operating leverage to economic recovery

## Financial Performance 2009 to 2011 - \$ millions

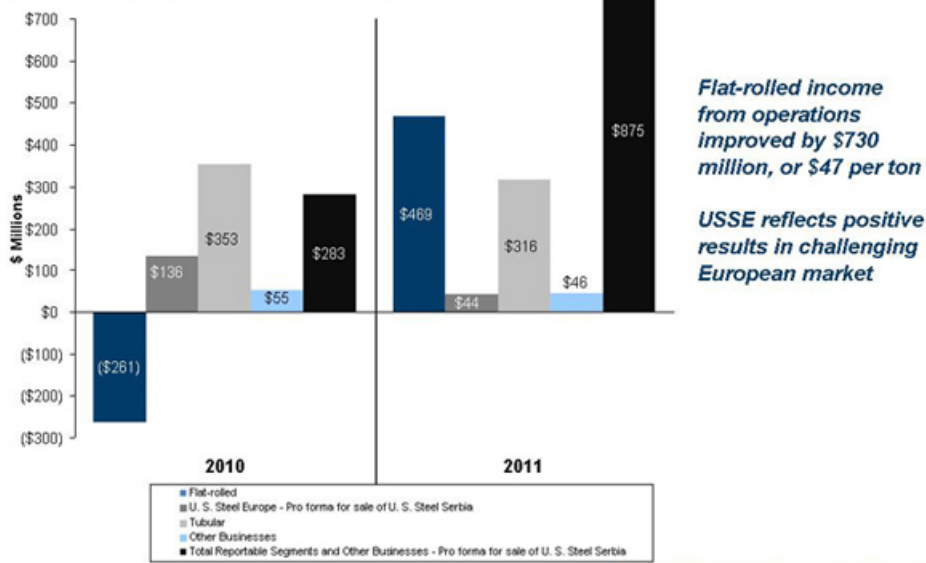


All figures Pro Forma for the sale of U. S. Steel Serbia



# Substantial operating leverage to economic recovery

## Reportable Segment Operating Results – 2011 vs. 2010



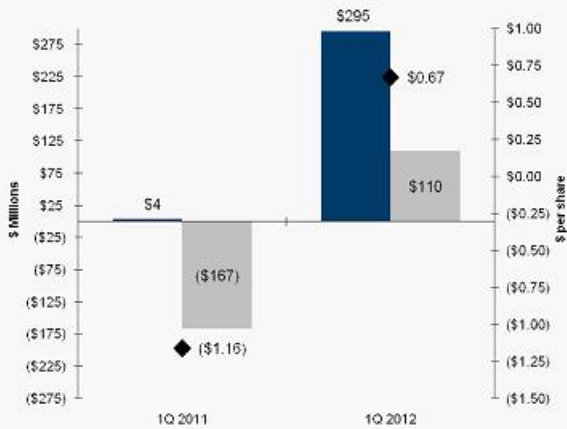




Adjusted First Quarter 2012 Results

First Quarter 2012 reportable segment operating income of \$295 million, or \$52 per ton

First Quarter 2012 revenue of \$5.2 billion, on shipments of 5.7 million tons



Reconciliation of reported and adjusted net income and EPS

(\$ millions)	1Q 2011	1Q 2012
Reported net income	(\$85)	(\$218)
Loss on sale of assets	-	341
Property tax settlement	-	(12)
FX (gain) / loss	(81)	-
Adjusted net income	(\$167)	\$110
(\$ per share)		
Reported EPS	(\$0.60)	(\$1.52)
Loss on sale of assets	-	2.37
Property tax settlement	-	(0.08)
Dilutive effect of convertible notes	-	(0.10)
FX (gain) / loss per share	(0.99)	-
Adjusted diluted EPS	(\$1.16)	\$0.67



***Strength & Opportunity***

***Global leader in a growing industry***

***Balanced business mix with strong market share in value-added products***

***Leading presence in North American energy market***

***Strong raw materials position and getting stronger***

***Well positioned to serve growing Central European value added steel market***

***Disciplined financial management***

***Substantial financial and operating leverage to economic recovery***



## Improved Financial Performance

*June 6, 2012*

**Gretchen R. Haggerty**  
Executive Vice President & Chief Financial Officer



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