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A.C. Kapoor
(M.D.EMC, Pvt. Ltd)

Rajesh Singh
(M.D.R Singh Associates)

- *11th Asian Metallurgy Conference* Future of Steel Projects in India
- Steel Fab 2023: Green Steelmaking' and 'Digitalization' are the drivers for a future-ready steel industry
- The secondary steel sector plays an important role in the growth of the steel sector

STEELWORLD
Devoted to Iron & Steel Industry

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Editorial Desk

D. A. Chandekar
Editor

Dear Readers,

'The Middle East region is being conventionally seen as the one having a strong and sustained steel appetite. This is because of the numerous infrastructure development projects going on t in the region. This growth is led by the countries like Saudi Arabia, UAE etc. which are mostly investment driven economies. In fact MENA region (Middle East & North Africa) was the fastest growing economic bloc till the covid pandemic struck the world. A net importer of huge quantity of steel !

Though the pandemic changed the face and the thought process of the industry world over, it can hardly change the basics of a manufacturing industry. Though the basics of steel manufacturing and processing remains the same, there are many changes post covid. Apart from countless negatives of covid, one positive thing is that it taught us the importance of digitalization. Many plants in the middle east are now implementing Industry 4.0 (or smart manufacturing as they call it) modules in the manufacturing and processing of steel. The steel fabrication industry has also followed this way and now almost all the equipment / machinery is studded with smart electronic gadgets facilitating smart processing. A lot of robotics has entered the industry and many of the processes would now be entirely carried out and monitored by robots.

Another subject which has gained prominence in recent years is 'Green Steelmaking'. We all know that the resources on our mother earth are depleting very fast and one has to use them carefully in the production processes. Also it is a fact that global steel industry is the biggest contributor to the carbon footprint in the environment. Experiments are being conducted, research is being carried out to replace carbon by the other reducing agent (say hydrogen) in the steel making process. Metallurgists and scientific community is hopeful of the commercial viability of this new process and it may be established in the years to come.

On the demand front, the MENA region has slowed down a bit after the pandemic. The infra projects, which were halted during the covid period, are now gradually restarting but still a long way to reach pre covid levels. The economics of the region has changed. The investors are not that bullish. The ongoing Ukraine – Russia war also has its impact. The Indian economy, not very far from MENA region, is growing steadily. The steel sector in India looks far more promising than that in Middle East. Aligning with such a growing economy and promising steel sector will surely be beneficial to the steel industry in MENA region. I look forward to more business interaction between these regional economies for mutual benefits !

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11th Asian Metallurgy Conference

Future of Steel Projects in India

D.A. Chandekar, Editor & CEO of, Steelworld hosted the panel discussion on "The Future of Steel Projects in India" during the 11th Asian Metallurgy Conference held in December 2022.

The importance of Steel Projects is eminent in the country. The government of India & Ministry of Steel has set up a very ambitious target of reaching a capacity of 300 million tons per year by 2030-31 so that is one benchmark we have created for ourselves. The steel projects are a vital factor in catering to the infrastructure development in the country.

Could you please share your thoughts on the future of steel projects in India?

A.C. Kapoor (M.D.EMC, Pvt. Ltd) - For the alloy & Stainless Steel plant, we have to distinguish where the raw materials are available & where is the market. whether we are thinking of the imported raw materials, we should be near a port city otherwise the cost of logistics impacts profitability. While setting up the project nowadays we consider that every type of steel is available in India. So, the quality of the project has to match the best in the industry so we don't compromise on the cost of production & productivity. Then, the power rate is a very important factor. In Bombay or Pune, power rates are almost 7 & a half to 8 rupees while in Chhattisgarh the rate is only 4 rupees so these aspects are very important. And we have come to the conclusion with different panels & different technocrats that integrated steel plants are for structural & wire rods while electric base power plants have to be value addition because in the long run, these plants will otherwise not survive. Today with the 'Make In India' campaign the defence, aerospace & nuclear applications have a major use & we can totally eliminate imports if the unit starts working on these lines. For example, Nagpur though it is a landlocked city there are five defence factories within there, every 300 kilometres from this place so if any unit starts thinking about this it will be a good thing to select such places for the project.

Rajesh Singh (M.D.R Singh Associates)- The steel growth today is definitely happening despite the fact that there is a little depression now because of various reasons & also because of the international market you might have heard that recently there has been a lot of dumping by the countries like Japan & South Korea because the demand in Europe has dwindled so they are dumping their excess steel on India I'm sure may be the government will look into this so that the domestic & industries are protected. As far as where the new projects are concerned, the first main constraint island, the land is a problem which exists we have a client in UP, for example, they are planning a big project of a million tons plus & they have been looking for land and trying to acquire land for the last one and a half

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year and still, they have not been able to do so and there are a lot of entrepreneurs & companies who definitely face such hurdles despite all these factors industrialists are very optimistic about the future growth of India I can surely say that compared to before things are moving faster and better.

What change do you find when you implement the project in the middle east & in India? What is the difference in the implementation procedure, ease of implementation or getting manpower? What difference do you find?

A.C Kapoor- We had done 2 or 3 projects in Iraq we observed no problem getting land or water. The only thing we were a bit concerned was about the power systems because they are weak but also they overcame this by putting in generator sets. Whereas in India it should be one window clearance system for projects if I want to set up a steel plant, the government should be able to give us the locations, areas for raw materials & the city in which you can import otherwise a consultant has to be clear in his mind what he is offering to the promoter because a promoter requires skilled manpower to operate the plant, a continuous power so that there are no stoppages, pollution clearances because sometimes if you want to set up a plant it takes 3 years to get the clearance of pollution and that becomes a very big problem. Now a lot of closed plants are taken over and given to good operators so in the process banks are getting their money back maybe not 100% but 60% to 70%.

Rajesh Singh- The MOEF has improved substantially from the Congress regime now it's much better within six months to one year you can get the permission and CTE so this is one area of improvement. I think we will see exceptional growth in the country even though there are hurdles we are in the agreement that the project implementation speed will increase in the coming years and definitely the smoothening of the process will take place.

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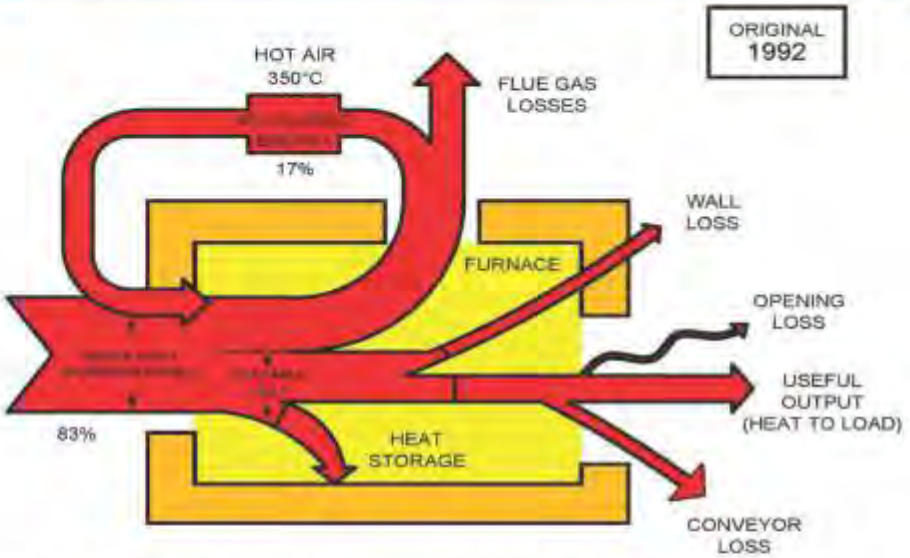

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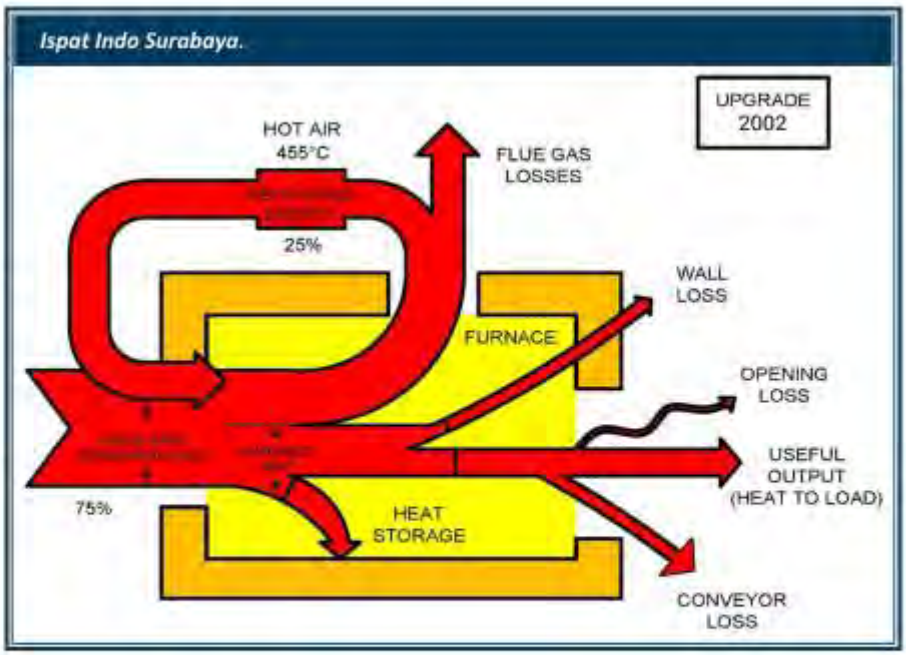
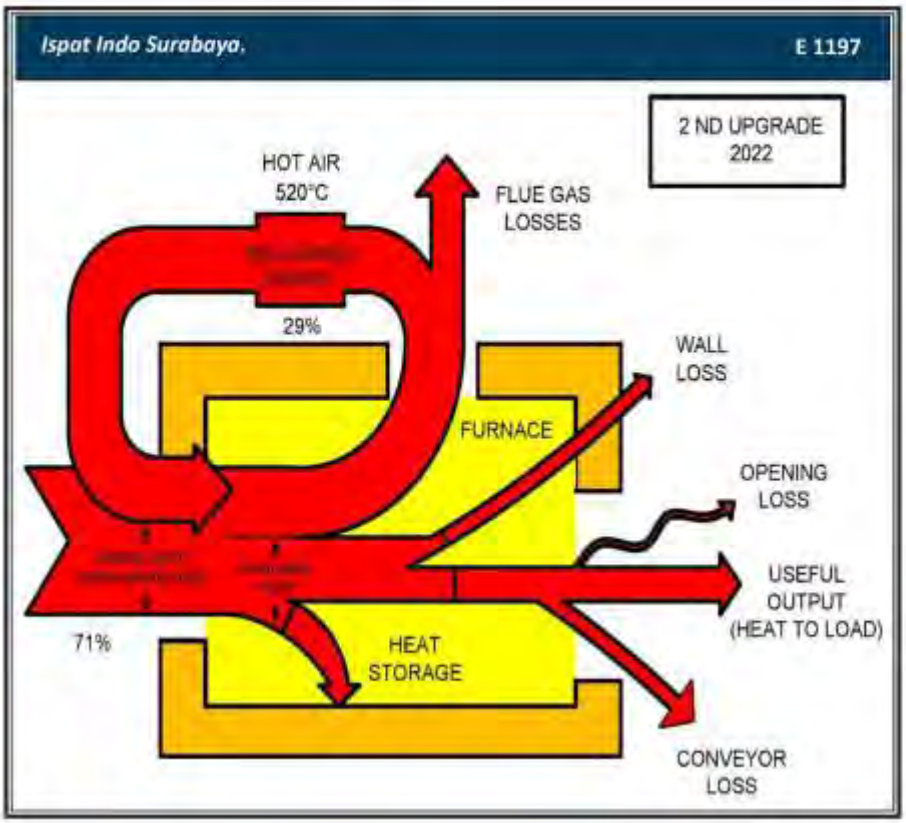
New Air Preheat : 455°C.
Additionally achieved by upgradation,
Additional CO_2 reduction of 6%.
Additional reduction of fuel consumption 6%.

New condition:-
CO_2 Reduction : 19+6 = 25%
Fuel Reduction : 19+6 = 25%

This 2002, operated Recuperator successfully for 20 years, mostly with HFO.



2ND UPGRADE - 2022
By LNM - Ispat Indo



- 15% Higher Capacity than existing.
- 14% Higher Fuel Saving than existing.
- New Capacity - 90 TPH.
- New Air Preheat - 520°C.

New Condition:-
- CO_2 Reduction : 25+4 = 29%.
- Fuel Reduction : 25+4 = 29%.

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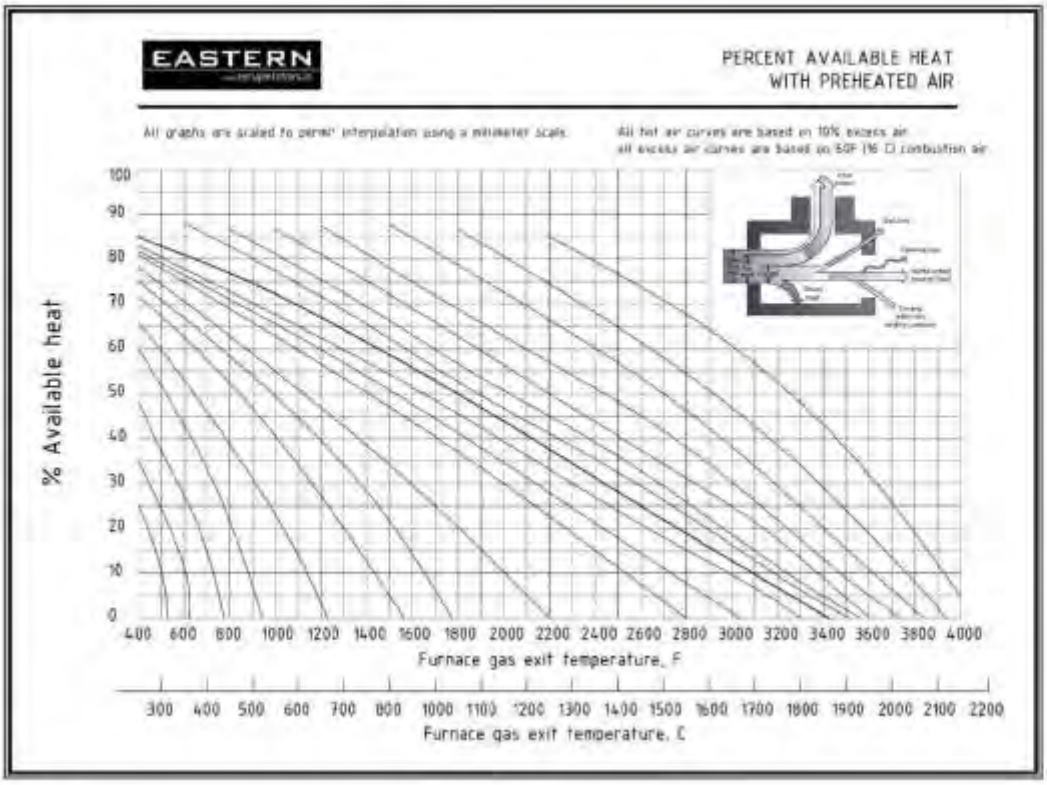

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Steel Fab 2023: Green Steelmaking' and 'Digitalization' are the drivers for a future-ready steel industry

SteelFab is known as the most comprehensive event of its kind for a reason – it caters to the entire gamut of auxiliary segments of the fabrication industry in a much-focused manner through its special segments such as Power Tools, Machine Tools, Welding & Cutting and Tube & Pipe.

The 18th edition of the metalworks and steel exhibition "Steel Fab 2023", which concluded on 12th Jan 2023 at Expo Centre Sharjah (ECS), was able to enhance the exhibition's position and growing importance as a chief regional event specialised in supplying the most innovative metalworks machinery and technologies from all over the world. Over four days, the exhibition attracted thousands of local and international visitors and Industry decision-makers. It was organised by ECS with the support of the Sharjah Chamber of Commerce and Industry (SCCI), SteelFab 2023 continued its successful march achieving a 40 per cent participation increase over the previous edition, as it attracted over 200 top international manufacturers and suppliers representing 33 countries. The exhibition's pavilions boasted more than 400 local and international brands of the latest technologies, smart solutions and products in the metal and steel forming and fabricating industry.

Saif Mohammed Al Midfa, CEO of Expo Centre Sharjah, said. "We are proud of the event's involvement. Over 18 years, It has reinforced its leading position being the most important platform for the region's companies in their search for appropriate technologies that meet the needs of their factories, not to mention allowing them to strike major deals that enhance their competitiveness.

"The exhibition also helped

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companies get introduced to the best state-of-the-art practices and exchange expertise and experience, as well as helping them attract more customers, introducing them to the quality of 'Made in the UAE' tag and showing the world the great capabilities and opportunities that the Emirate of Sharjah possesses in this important sector.

'Steelworld's Editor D A Chandekar was invited to deliver the Inaugural Address at 'SteelFab Industry Conference' at Expo Centre, Sharjah, UAE. The 11 seminars and sessions that were organised during the event shed light on the future of the steel industry and reflected the visions of experts from the UAE and the world. This was on the sidelines of the mega exhibition SteelFab, the apex show for fabrication machinery suppliers across

the Middle East, Asia and Europe.

For a long, 'Steelworld' has been associated with this event as a 'Media Partner'. The conference too was well attended by senior executives from multiple countries and continents. It hosted corporate presentations as well as many panel discussions on the prime issues facing the regional fabrication industry.

In his address, Chandekar stated that 'Green Steelmaking' and 'Digitalization' are the drivers for a future-ready steel industry. He also argued that the industrial world including the steel industry is fast shifting the axis and becoming Asia-centric. We are at the right place at the right time!

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The secondary steel sector plays an important role in the growth of the steel sector

The National Institute of Secondary Steel Technology recently concluded a seminar on "Issues and Potential for Improvement in Secondary Steel Sector" in Dec 2022 at NISST Campus in Mandi Gobindgarh. The seminar has been organized to deliberate on current problems facing the steel Industry of Punjab followed by technical sessions on topics relevant to the industry. It was supported by Industry associations - AISRA, AIIFA, SMASRA, MGFA, and AIMFA.

Mr Rajib K Paul, Director, NISST welcomed the Chief guest Ms Ruchika Chaudhry Govil, Addl Secretary, Govt of India, Ministry of Steel, and officials of the ministry of steel & Industry entrepreneurs. He gave a brief about NISST and its services.

Ms Ruchika Chaudhry Govil, Addl Secretary, Govt of India, Ministry of Steel and chairperson, NISST was the chief guest of the conference. While addressing the conference, she assured Industry leaders that all the problems faced by the industry will be resolved and some of their issues have already been taken up with the ministry and even to the Ministry of Finance. She was hopeful that logical issues concerning this industry will be resolved in days to come.

Shri Vinod Vashisht, President of, AISRA also addressed the industrialists and advised the entrepreneurs to take maximum services of NISST. He also raised burning issues of industry like the rising price of PNG and making environment clearance (EC) for the Rerolling mills compulsory.

Mr Mohinder Gupta, President of, MGFA also spoke on the occasion and raised the issues concerning Induction furnace industries. Mr K.K.Garg, Patron of AIIFA and leading industrialist from Ludhiana also raised the various issues facing the industry.

Mr Brajesh Agrawal of AIMFA also raised issues concerning the forging industry more particularly regarding the availability of raw materials for forging applications.

Ms Ruchika Chaudhry Govil,

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Addl Secretary, Govt of India, Ministry of Steel and Chairperson, NISST took up the issues raised by representatives of Associations and from industries and assured them that Ministry is already working on various issues and also has taken up certain issues with Finance ministry. She reiterated that the Secondary steel sector is very important for the growth of the steel sector and the Mandi Gobindgarh cluster is doing very well. She emphasized that more and more industries should take services from NISST. She also visited the testing facilities of NISST and planted a sapling on NISST premises.

Sh. Vishva Bandhu, Joint Director(T), NISST thanked the chief guest and all the representatives of Industry Associations - AISRA, AIIFA, SMASRA, MGFA, AIMFA, participants, sponsors and all employees of NISST for making the seminar a success.

Presentations from NISST included Shri Vishva Bandhu, Joint Director(Tech) on the Production of Quality Steel for Forging Applications & Exports, Sh Anil Mohindru, Sr Dy Director (E) on Energy conservation in overall cost reduction in the Secondary Steel Sector and Sh S.P. Singh, Sr Dy Director(T) on Implementation of PNG in Reheating Furnaces and benefits to the industry.

Presentations were also given by Mr Parmjeet Singh, AIA, MoS, Mr Shubham Yadav, Asst Director, BIS, Mr Atul Sharma, Co. Founder, Sarvada Legal, Mr S K Gupta, SMT Machines, Electrotherm & SS Engineering Services.

The seminar was sponsored by M/s Electrotherm (India), M/s Arjas Modern Steel, M/s IRM Energy, M/s Aarti Steel, M/s AISRA, Auto International, Arora Iron & Steel Rolling Mills, Vardhman Special Steel, Enershell Alloys & Steel, SS Engg Services, SMC Machines India, Eastern Equipment & Engrs and Jogendra Casting. ■

Dignitaries on the Dias: From L to R: Mr Rajib Paul, Director, NISST, Ms Ruchika Chaudhry Govil, Addl Secretary, Govt of India, Ministry of Steel and Chairperson, NISST, Mr Vinod Vashisht, President, AISRA, Mr Mohinder Gupta, President, MGFA.

Ms. Ruchika Chaudhry Govil, Addl Secretary, Govt of India, Ministry of Steel and Chairperson, NISST addressed the gathering on the issues raised by the Associations and industry representatives.

India to seek easing of EU steel quotas, tariffs in trade talks

India will seek an easing of European Union steel import quotas and tariffs in talks for a new trade deal as Indian steelmakers struggle to sell the alloy in one of the world's big markets, a senior government official said.

Last year, India and the EU relaunched negotiations for a free trade agreement with the aim of completing talks by the end of 2023. The two sides previously launched talks in 2007, but they were frozen in 2013 due to a lack of progress.

"India is likely to take up the issue of EU's steel import quota and their high tariffs during the free trade negotiations," said the official with direct knowledge of the matter. The official declined to be named as India's plan to take up the issue with the EU is confidential.

Green hydrogen pilot to cover steel, transport and shipping sectors

The mission has proposed pilot projects for replacing fossil fuels and fossil fuel-based feedstocks with Green Hydrogen and its derivatives.

The newly launched National Green Hydrogen Mission (NGHM) has identified three key sectors for the pilot projects in order to replace fossil fuel with green hydrogen. Steel, long-range heavy-duty mobility, energy storage, and shipping are the hard-to-abate sectors that would take up the projects for using green hydrogen.

The Union Cabinet last week approved an initial outlay of Rs 19,500 crore for the mission, which Prime Minister Narendra Modi had announced in his speech on the 75th Independence Day in 2021.

According to the plan released by the new and renewable energy ministry on Friday, for other hard-to-abate sectors, the mission has proposed pilot projects for replacing fossil fuels and fossil fuel-based feedstocks with green hydrogen and its derivatives.

“Pilot projects will help identify operational issues and gaps in terms of current technology readiness, regulations, implementation methodologies, infrastructure, and supply chains. These will serve as valuable inputs for future scaling commercial deployment,” it said.

For the steel sector, the mission has been proposed to support efforts that enhance low-carbon steel production capacity. It said as the cost of green hydrogen is high, the steel plants can begin by blending a small percentage of green hydrogen in their processes and the blending proportion can be progressively increased. Green field projects aiming at 100 percent green steel will also be considered, said the plan.

In the transport sector, the mission is looking at commercial vehicles to drive the demand for green hydrogen. “The mission proposes to support deployment of fuel-cell electric vehicles, buses and trucks, in a phased manner on pilot basis. It will also explore the possibility of blending green hydrogen-based methanol/ethanol and other synthetic fuels derived from green hydrogen in automobile fuels,” the plan noted.

Most ambitious targets are for the shipping sector wherein ports to shipping companies are expected to transition to green hydrogen. “The Shipping Corporation of India or in case of its disinvestment, its successor private entity will retrofit at least two ships to run on green hydrogen or other green hydrogen-derived fuels by 2027,” the mission stated.

Further, India's oil and gas PSUs will be required to charter at least one ship each to be powered by green hydrogen or derived fuels by 2027. Thereafter, the companies will be required to add at least one ship powered by green hydrogen or its derivatives for each year of the mission. Green ammonia bunkers and refuelling facilities will be set up at least at one port by 2025. Such facilities will be established at all major ports by 2035, it said.

The mission will have four components, which would aim to enhance the domestic production of green hydrogen and promote manufacturing of electrolysers — a key component for making green hydrogen.

The initial outlay for the mission will include Rs 17,490 crore for the SIGHT programme, Rs 1,466 crore for pilot projects, Rs 400 crore for R&D, and Rs 388 crore towards other mission components, the Centre said in a statement. The initial target is to produce 5 million tonnes of green hydrogen annually.

The Strategic Interventions for Green Hydrogen Transition Programme, or SIGHT, would include two financial incentive mechanisms for domestic manufacturing of electrolysers and production of green hydrogen.

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HCHCR-D2/AISI D2/DIN 2379
HC HCR-D3/AISI D3/DIN 2080
A2/AISI A2/DIN 2363
O1/AISI O1/DIN 2510
D5/Cr12MoV/DIN 2601

PLASTIC MOULD STEEL (IND/USA/EUR)

P20+Ni/AISI P20+Ni/DIN 2738
P20/AISI P20/DIN 2311

ALLOY STEEL (IND/USA/EUR)

EN24/AISI 4340/40NiCrMo84 / 34CrNiMo6
EN19/AISI 4140/ 42CrMo4
EN31/AISI 52100/100Cr6
20MnCr5
SAE8620

SPRING STEEL

EN47 / 50CrV4 / 51CrV4 / AISI 6150 / SUP10 / DIN 8159
SUP9 / AISI 5155 / DIN 1.7176
SAE 9254 / AISI 9254

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'Rising steel imports from Korea, China more worrying than Russia'

The market share of steel imports to India from Russia still remains very low at 6 per cent, compared to the other major exporters such as Korea, China and Japan.

Though Russia has been diverting distress steel cargo at a huge discount to India of late, it could not make deeper inroads due to multiple challenges, including settlement of payment and procuring insurance for the shipments.

Of the overall 3.73 million tonne of steel imported to India between April and November, Russia exported only 2.20 lakh tonne, accounting for just six per cent of the overall imports, according to data sourced from ICRA.

Russia started tapping the Indian market after its traditional markets in Europe imposed economic sanction on it post the war on Ukraine, said a steel company official.

Moreover, he added that the demand in China — alternative export destination of Russia — faced huge economic turbulence with its zero Covid policy. Amid the problem of plenty, Russia's exports to India increased by about five times on a low base of 38,400 tonnes in first 8 months of FY22.While imports from Russia may ease out after the Chinese economy bounces back, what is more worrying is the rising steel shipments from Korea, he added.

Korea steel exports to India increased 15 per cent in the first eight months of this fiscal to 1.49 mt against 1.29 mt logged in same period last fiscal.

Priyesh Ruparelia, Vice-President and Co-Group Head, Corporate Ratings, ICRA, said imports from Korea remain high as it has a free trade agreement with India that allows duty free imports of steel, and provides an arbitrage opportunity to importers against 7.5 per cent import duty levied on China.

On the other hand, Ruparelia added that Russia has started diverting steel volumes to alternative markets such as India and China, as Europe imposed sanctions on steel imports after the Ukraine war outbreak.

Most Korean automobile makers in India import steel from their own country as it works out 7.5 per cent cheaper than sourcing from India. The prices in India are benchmarked to landed cost of imports including the customs duty.

India is the only bright spot where the steel demand is still holding due to the government spending on infrastructure projects. An economic recession in most of the developed countries has forced steel exporting countries to tap the Indian markets.

Notwithstanding Covid challenges, China exports to India increased 70 per cent to 9 lakh tonne (5.3 lt) while that of Indonesia remained unchanged at 1.3 lt. However, Japan's was down a tad at 4.5 lt (4.8 lt)

Overall, steel imports jumped 22 per cent between April and November to 3.73 mt against 3.06 mt logged in the same period last year.

Rourkela Steel Plant service contract orders reach Rs 500 crore annually

Service contractor orders of Rourkela Steel Plant (RSP) are likely to reach an all time high of Rs 500 crore annually. A substantial portion of the orders remain within the local economy through city-based service contractors.

On the contrary, the ancillary industries in Micro, Small & Medium Enterprise (MSME) sector in and around Rourkela are not able to get adequate supply orders largely due to their lagging behind in technological upgradation to meet quality criteria and capability to produce prescribed items. RSP sources claimed the plant's Contract Cell Works (CCW) department has set an all time high record for placing service contract orders to the tune of Rs 454.82 crore in the first three quarters of 2022-23 till December, 2022.

Sources said it is likely to surpass the value of orders for service contracts by the end of 2022-23 and a majority of the service contract works are done by the local service contractors to strengthen the local economy. However, manufacturing ancillary industries are lagging behind in absence of adequate procurement from RSP. Industries procuring secondary steel to produce various products are also reportedly left in the lurch owing to lack of support from RSP.

However, RSP sources said a list of 264 imported parts, machines, spares were shared recently with local MSME's/industries to explore the possibility of their replacement with locally and indigenously developed parts and machines. RSP has also identified around 4,000 items for exclusive procurement through Odisha-based MSME industries. The plant also adheres to the principle of procuring 25 percent of other items from MSME industries.

Rourkela Chamber of Commerce & Industries (RCCI) president Subrata Patnaik said local ancillary industries are not getting adequate procurement orders from RSP. It

would be beneficial for the local economy if RSP sincerely and on priority places adequate procurement orders with local industries and the local MSME units also enhance their capabilities.

Sources said the Purvoday Scheme - "Ispati Ilakon ka Vikas - SAIL Ke Saath '' launched in January 2020 by the Ministry of Steel has virtually derailed at Rourkela. Former RCCI President Pravin Garg said the Purvodaya scheme provides cash discount and allows supply of steel materials to registered buyers on priority basis. But after providing steel materials to local registered buyers, RSP has stopped entertaining them.

Budget 2023 Expectations 'Steel Industry Backbone of India's Infra Growth, Duty Rationalisation Needed'

The steel industry has been one of the major contributors to India's growth primarily in infrastructure development. While the government is focusing to achieve a $5-trillion economy by the financial year 2024-25, the steel industry's fortunes look optimistic in the face of the recent instability caused due to the COVID-19 pandemic.

The Indian steel industry accounts for about 2 percent of the GDP, while its diverse application across sectors makes it a harbinger of economic activity. As per the National Steel Policy 2017, the Indian steel industry employs over 5 lakh people directly and close to 20 lakh indirect employment.

Infrastructure – The Push Factor

The country is currently witnessing a transition towards an economic stronghold stimulated by the national infrastructure pipeline comprising key initiatives like 'housing for all', smart cities, 'Bharatmala', 'Sagarmala', 'Udaan' (airports), freight corridors, high-speed rail and metro rail, among others. These factors indicated a strong demand for steel at a compound annual growth rate (CAGR) of 7 per cent to 7.5 per cent from the current fiscal till 2025. The share of building and infrastructure construction alone in overall steel consumption is currently pegged at 60 per cent to 65 per cent.

In sync with the 'Make in India' policy to boost domestic manufacturing, the PLI scheme for manufacturing high-grade specialty steel will further provide impetus and benefit both major integrated steel manufacturers as well as downstream manufacturing MSMEs in the sector. This will bring India at par with advanced steel-making nations like South Korea and Japan and help plug the gap in market demand by domestic sourcing while creating products for exports. The PLI scheme has huge potential to attract further investment in the steel sector.

Inclusion of Steel in RoDTEP

Currently, steel is outside the purview of 'The Remission of Duties and Taxes on Export Products (RoDTEP)' scheme that offers refunds against various embedded taxes to exporters across sectors such as automobiles and agricultural products. Recently India's trade ministry has pursued to extend an export promotion scheme to reimburse some local levies for domestic steel producers, which is a welcome step for the industry.

To increase the competitiveness in the Indian steel industry, it will be important to focus on cost reduction across the supply chain, efficiency in logistics and reduction in financing cost. Digitisation, along with a strong emphasis on sustainability, will further provide value addition for the entire steel ecosystem. Every stakeholder's interest needs to be addressed with the focus towards higher productivity, higher quality, lower costs, and better plant health.

Budget 2023 – Industry Expectations

The industry expects for removal of the export duty levied earlier this year. The Russia-Ukraine conflict has opened the doors in the European market for Indian steelmakers, but the imposition of the export duty is a deterrent factor. A revision of the export duty during the Budget 2023 will help the industry tide away the inflationary pressure. This will be a welcome move for the industry as a whole for the reason that the industry players can tap the huge export potential.

Almost 90 per cent of the demand for steel mill rolls in India is met through imports with a 7.5 per cent customs duty being currently levied. This increases the cost of steel production also and affects the competitiveness in the international markets.

Assocham in its 'Pre Budget Memorandum' has recommended for full exemption of custom duty on steel mill rolls. If this is granted, it will benefit the industry immensely. Also, a zero import duty on stainless steel scrap will go a long way in reducing the carbon footprint. The rationalisation of import duty on stainless steel flat products will be a step in the right direction towards 'Atmanirbhar Bharat' in stainless steel.

Business leaders see Budget to define 'Amrit Kaal', expect extension of PLI scheme to other sectors: Deloitte survey

Most business leaders believe that India's Production Linked Incentive (PLI) schemes have been beneficial and they expect the government to extend the benefits to other sectors in the coming years, according to a Deloitte Survey.

Also, an overwhelming number of the leaders in the survey expect the Budget to fuel growth across industries by building strong domestic demand and focussing on

capital expenditure. They believe that the Budget would define the 'Amrit Kaal'.

"Critical to this growth will be the pace of capital expenditure, infrastructure development, and the need to boost infrastructure financing through private partnership. 60 per cent of respondents suggested raising funds through Indian Government Bonds," PTI cited from the survey.

The survey sought to analyse the industry expectations from the upcoming budget, from the standpoint of economic growth, trade agreements and exports. A total of 181 responses were collated from the survey, across 10 industries.

Uncertainty prevails over NMDC's Nagarnar steel bidding in Chhattisgarh

Uncertainty prevails over Chhattisgarh government's participation in the bid to purchase Nagarnar Steel Plant (NSP) of the National Mineral Development Corporation (NMDC).

SIAM discusses Changing Dynamics in the Global Automotive Trade Policies

Greater Noida, 14th January 2023: Society of Indian Automobile Manufacturers (SIAM), today organized the Auto Trade Dialogue and discussed emerging policies and trends in the global automotive industry. The event witnessed distinguished policy makers from the Ministry of Commerce & Industry, the Ministry of Heavy Industries, the Government of India and the Indian Auto Industry along with

the experts across various regions including from Bangladesh, Europe, Germany, Japan, Nepal, Sri Lanka, Africa and the United Kingdom.

Mr. Rahul Bharti, Chairman, SIAM International Relations & Trade Policy Group and Executive Director, Maruti Suzuki India, said, "*The Auto sector has seen a paradigm shift with the introduction of electric, hydrogen-based fuels and biofuels. Decarbonisation is our responsibility and even the government is participating in the transition by introducing subsidies.*"

Mr. Vinod Aggarwal, President, SIAM and MD & CEO, VECV, said, "*Auto trade policies have received desirable focus in the past years. As India becomes an important player in the global Auto Industry, we aspire to be one of the leading economies with a strong export footprint.*"

Mr Cedrick Crowley, Deputy High Commissioner, High Commission of South Africa, said, "*Trade will be the vehicle to cement the relationship between India and South Africa.*"

Dr Hanif Qureshi, Joint Secretary, Ministry of Heavy Industries, Government of India, said, *"With auto industry's turnover of $123 Billion, India is one of the largest markets globally. We hope to strengthen our relationship with Governments, manufacturers & consumers, and build an*

ecosystem where the sector can thrive."

Dr Srikar Reddy, Joint Secretary, Ministry of Commerce and Industry, Government of India, said, *"With the ambitious target of reaching $1 trillion total trade exports by 2030, we look forward to the Indian* auto *Sector to contribute $100 billion in exports by the year 2030."*

The session was also graced by Ms. Anna Shotbolt, Deputy Trade Commissioner, British High Commission Indian and Ms Nathalie Gminder, First Secretary, German Embassy.

Several distinguished speakers from around the world discussed Policy Initiatives for the Auto Sector's Developments, Emerging Mobility Scenarios, and showcased learning and experiences of their respective countries.

The session on 'Policy Initiatives for the Auto Sector', was moderated by Mr Bhagwan K Bindiganavile, Senior Vice President, Strategy Brand & Communications, VE Commercial Vehicles with speakers from Sri Lanka, Bangladesh and Nepal, wherein development of E-mobility and the need to strengthen manufacturing capabilities was discussed.

The session on 'Changing Dynamics in Global Automotive Policies and Trade', moderated by Mr Rahul Bharti, Chairman, SIAM International Relations & Trade Policy Group and Executive Director, Maruti Suzuki India, where

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Mr Mike Hawes, Chief Executive, Society of Motor Manufacturers and Traders (SMMT) - United Kingdom, Mr Jonathan O'riordan, Trade Director, European Automobile Manufacturers' Association (ACEA), Europe, Mr Takao Aiba, Chair, International Policy Expert Group, Japan Automobile Manufacturers Association (JAMA), Ms Angela Mans, Head of Foreign Trade and International Relations, Verband Der Automobilindustrie e.V. (VDA), Germany, Mr David Coffey, CEO, African Association of Automotive Manufacturers – Africa, Mr Bipin Menon, Development Commissioner, Noida Special Economic Zone, Department of Commerce, Dr Biswajit Nag, Professor, Indian Institute of Foreign Trade discussed the various facets of Trade, Technology, Climate Change, Supply Chain and Rules of Origin.

Mr. Sachin Arolkar, Co-Chairman, SIAM International Relations & Trade Policy Group and Head International Operations, Mahindra & Mahindra Ltd., concluded the conclave by highlighting the complexities of trade in the recent years along with Geo-political implications which is challenging for the business, but all the regions committed to work closely in making the Global Auto trade more robust.

JPMorgan expects rising steel demand to aid further price hikes

Global financial services firm JPMorgan said on Tuesday that it expects global steel prices to rise further in the coming days. JPMorgan highlighted that China export prices have already hit $620 per tonne and demand is expected to improve further post the Lunar New Year.Notably, in India, domestic steel prices have recently risen by Rs 1,500 per tonne in January, with the landed prices now being Rs 60,000 per tonne.JPMorgan sees scope for further steel price hikes of Rs 3,000 per tonne in the next 2-3 months.

JPMorgan pointed out that higher steel prices would create a strong earnings environment for Indian steel companies in the coming quarters. However, it said that higher prices of coking coal would limit their margin expansion.

Recently, rating agency CRISIL also noted in its report that the steel sector in India is expected to see healthy traction owing to supply chain alteration. The agency expects stabilisation in steel prices after a sharp drop in 2022.

Fitch Ratings also said in its 'Global Steel Outlook for 2023' report that it expected steel consumption outside China to improve, mostly due to dynamic growth in India, Southeast Asia, and the US.

“Incremental steel inventories have built up in the system, with competition in unprotected markets intensifying. As a result, margins have visibly come off post-Covid peaks and are normalising in 2023, a significant change compared to 2022 outside China,” the report said.

Shares of Hindalco are the top gainers on the Nifty 50 index, trading with gains of close to 2 percent. Other steel stocks are also trading with moderate gains.

Indian steel demand to grow: ICRA

On the back of the government's infrastructure-led growth model, Indian steel demand increased by 11.9% on-year during the first eight months of the current fiscal year ending 31 March 2023 (FY23). The trend looks poised to close the year with a growth of around 8%, which is at the upper end of the 7-8% growth forecast for FY23, says ICRA Ratings.

However, Indian steel companies face a bumpier road ahead as the external environment becomes more challenging due to elevated inflation/energy prices and rising interest rates, ICRA adds. Given the expectation of a slowdown in the pace of economic activity over the next few quarters, domestic steel demand growth is likely to moderate to 6-7% in FY24, Kallanish notes.

"Fresh steel capacities accumulating to 21-22 million tonne/year are lined up for commissioning in FY23-24," says ICRA senior vice president Jayanta Roy. "Given the prospect of a moderation in domestic steel demand growth and a lacklustre export environment, fresh supplies are likely to outrun incremental demand, which we believe will pull down the industry's capacity utilisation levels to 78% in FY24 from 80% in FY22. As the industry's earnings become less attractive and leverage levels start to inch up, large aspirational Capex programs that have not received financial commitment as yet could get deferred."

According to the rating agency, Indian finished steel exports are expected to gradually increase from their November lows. However, due to an unfavourable external demand environment, they are unlikely to go back to levels seen in FY21/ FY22 anytime soon.

"On the other hand, given the limited growth opportunities in key global steel-producing hubs of China, Japan, South

Korea, CIS, Europe, and the USA, finished steel exports to India have been steadily increasing … resulting in India becoming a net finished steel importer in two back-to-back months during October-November 2022," says ICRA. "Global steel trade flows, especially from the FTA countries (Japan and South Korea), Russia, and China, can be redirected in greater volumes to growing markets like India, keeping imports at an elevated level in FY24 as well."

In 2022, the world's demand for steel is predicted to decline 2.3% on-year for the first time in seven years, according to the World Steel Association's (WSA) recent forecast. In 2023, the growth rate is predicted to stay at an anaemic 1%.

This, however, does not take into account any further large Covid outbreaks in the near term, even though a sharp rise in new infections has been witnessed in recent weeks, ICRA concludes.

Jindal Steel and Power Limited (JSPL) will invest up to ₹1,500 crore to make recently-acquired Monnet Power operational, its Managing Director Bimlendra Jha said.The investment will be made over the period of the next 12 to 18 months, he said.In December 2022, the steelmaker acquired debt-laden Monnet Power for ₹410 crore through the insolvency route.

The 1,050 megawatts (MW) under-construction coal-based power project is located near JSPL's steel plant in Angul, Odisha.

"We will invest fresh investment of up to ₹1,500 crore to make the plant operational. The amount will be invested over the period of the next 12-18 months," Jha told PTI.

Once completed, the new asset will provide power to JSPL's steel plant in Angul, which is in expansion mode, he said.

JSW Steel records 17% YoY growth in combined production volumes to 6.24 MT

India's second-largest private sector steel producer, JSW Steel recorded a combined crude steel production of t 6.24 million tonnes in the third quarter of FY23, rising by 17% year-on-year. Sequentially, the growth was around 10%. For the nine months period of FY23, the combined steel production is up by 15% year-on-year.

During Q3FY23, the JSW Group flagship company posted a combined volume of 6.24 million tonnes versus 5.35 million tonnes in Q3FY22 and 5.68 million tonnes in

Q2FY23.

Of the total, the company's volumes from Indian operations stood at 6.06 million tonnes in Q3FY23 up by 20% from 5.05 million tonnes in Q3FY22 and higher by 9% from 5.57 million tonnes in Q2FY23. On the other hand, JSW Ispat Special Products Ltd.(JISPL) and JSW Steel USA Ohio recorded total volumes of 0.10 million tonnes and 0.08 million tonnes in Q3FY23 down by 30% yoy and 49% yoy respectively.

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ArcelorMittal continues scrap recycler acquisition spree

ArcelorMittal has agreed to acquire Polish scrap recycler Zlomex as it seeks to expand its global scrap procurement and processing infrastructure, Kallanish notes.

This was the fourth scrap merchant in Europe the steelmaker contracted to acquire in 2022 after Riwald Recycling, certain Alba International facilities, and John Lawrie Metals. The Polish transaction closing is subject to customary regulatory approvals and is expected during the first half of 2023.

Zlomex operates scrap yards in Krakow and Warsaw which last year processed and shipped almost 400,000 tonnes of ferrous scrap metal. ArcelorMittal's Warszawa electric arc furnace mini-mill also based in Poland's capital city uses predominantly scrap as feedstock.

Zlomex supplies a range of steel mills and has also been a long-standing supplier to ArcelorMittal's steel plants in Dabrowa Gornicza and Warsaw. Zlomex is focused on ferrous scrap metal and in 2022 expanded its Krakow

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operations with the installation of a new shredder and separation equipment, and invested into an enlargement of its Warsaw yard.

"We have worked hard this year to secure greater access to the input materials we need for low-carbon emissions steelmaking. Acquiring four specialist scrap metal recyclers during the year is a very positive development and will play an important role in enhancing our ability to deliver low-carbon emissions steel," ArcelorMittal Europe chief executive Geert Van Poelvoorde said in a note last week.

Steel scrap markets start hot in 2023, but major challenges remain for Turkey: 2023 preview

Once the first working week of 2023 was in the books, Fastmarkets' import steel scrap indices for the CFR Turkey and Taiwan markets had hit their highest levels since June, and several market participants are predicting further short-term increases.

A significant reason for the sustained rise this time is tight scrap availability in key supplier markets such as the United States, with seasonal factors exacerbated by extreme wintry weather over the past month. Demand has increased from Turkish mills wanting to stock up after under-buying in recent months.

But dig a little deeper, and it becomes clear that some fundamental issues are still at play in Turkey, which some sources say could prevent prices from continuing their upward momentum over the medium term.

Margin pain

Even a cursory look at economic forecasts shows that the year will be tough for many nations.

In October, the International Monetary Fund (IMF) cut its forecast for global economic growth to 2.7% for 2023, the weakest level since 2001, excluding the 2008 financial crisis and the acute stage of the Covid-19 pandemic. The organization now predicts one third of the world to be in recession this year.

Although the IMF forecasts Turkey's GDP to grow by 3.0% this year — down from a 5.0% increase for 2022 — it could be argued that the rumblings of a recession were already detectable in Turkey's steel and _scrapmarkets last year.

The world's largest ferrous scrap importer bought 19.62 million tonnes of the material in January-November 2022, down by 12.7% year on year compared with the same period of 2021, according to the Turkish Statistical Institute (TÜIK).

Turkish steel production also suffered toward the end of last year, with the nation producing 32.5 million tonnes of crude steel in January-November 2022, down by 12.3% year on year, according to the World Steel Association. Production in November 2022 stood at 2.4 million tonnes, down by 30.7% year on year.

A key reason for the production drop and subsequent lower steel scrap demand? Margins.

While energy costs are certainly biting scrapyard operators in other regions such as the EU, Turkish consumers have been among the worst-hit steel market participants when it comes to power costs in the past year.

Perhaps the most dramatic flashpoint came on September 1, 2022, when Turkey's energy market regulator, EPDK, declared a 50% increase in industrial electricity costs. In one fell swoop, this added $25 per tonne to steelmaking costs in Turkey for spot electricity costs, and another $15 per tonne for natural gas.

For steelmaking margins, it meant that to break even on producing steel from scrap in the final quarter of 2022, Turkish mills buying energy from the spot market needed to make a margin of around $335-350 per tonne between their CFR steel scrap cost and FOB rebar price, market participants told Fastmarkets.

Not only is that margin up sharply from the traditional break-even levels of $150-170 per tonne observed as recently as 2021, but Turkish mills have been falling well short of attaining this margin based on their most recent steel scrap and rebar prices.

The margin between Fastmarkets' assessment for steel rebar export, fob main port Turkey and North Europe steel scrap, cfr Turkey was just $282 per tonne on January 5, which is simply not high enough for a typical mill to break even. Worryingly for steelmakers, the margin has been trending downward since October, when it averaged $325 per tonne.

Hydrogen presents decarbonisation hopes as well as challenges

Decarbonising the global steel industry with hydrogen is possible and probably inevitable, but it will not be easy, according to presenters during Kallanish's Hydrogen for Steelmaking webinar hosted on 7 December.

The global steel industry accounts for about 6-7% of global emissions, pointed out Kallanish Index Services managing director Steve Randall. Eliminating those emissions purely with hydrogen will be a challenge on two fronts – capacity and cost. Nel Hydrogen chief executive Håkon Volldal said tackling the capacity side of the

problem will involve a ratcheting up of next-generation capacity while meeting extant needs with proven technologies.

Lower costs will follow as technology improves. "If you invest hundreds of millions of euros in a DRI facility, you want to make sure the plant is actually working," he commented. Nel's Herøya facility in Norway currently has a capacity of 500 megawatts. It is in the process of doubling that, and the facility may eventually be ramped up to 2 gigawatts. Sometime in the first quarter, the company expects to announce a US site for a 4GW facility. SSAB vice president of sustainable business and public affairs Thomas Hörnfeldt added that his company's HYBRIT joint venture anticipates shipping its first commercial product by 2026. The HYBRIT pilot plant produced its first fossil-free steel in 2021. Crucially, fossil-free steel is identical to traditional steel once downstream processing begins, he pointed out. It is the shedding of carbon emissions during the crude steel production process that is truly revolutionary.

ArcelorMittal technical head of government affairs and climate change Stéphane Tondo anticipates the majority of EU steel production will be decarbonised by 2030. Getting there, however, will require massive investment in both green energy and electrolyser capacity. Of the 157 million tonnes currently produced, about 60% – or 94mt – is suitable for conversion to the hydrogen process. That will require 37-60GW of electrolyser capacity, 296 terawatt-hours of green electricity, and about €180 billion ($189.38 billion). Such a massive effort will require a new slate of government policies to ensure an affordable, available, and stable hydrogen supply, Tondo said. "[Current] regulation is not helping the supply of hydrogen in a stable way for the steel industry," he added. A poll of more than 700 participants during Kallanish's Hydrogen for Steelmaking webinar on 7 December revealed a mixed bag regarding the timeline for decarbonising the steel industry.

In response to a question about when hydrogen would be widely used in steelmaking, 28% of respondents said they expect it to become a reality in ten years. The majority of respondents – 53% – said 20 years was more likely, while 16% put the figure at 30 years. Just 3% said hydrogen would never become widely used in steelmaking.

Kallanish : Global pig iron prices prepare for post-holidays boost

Holiday season in the western hemisphere kept merchant pig iron trade at a slow pace last week, but some trades have still been concluded, with more negotiations and deals expected as holidays come to an end. Ferrous scrap prices rises in Turkey and Asia are pushing price

expectations upwards, and, coupled with a higher US January domestic ferrous scrap settlement, participants expect active demand. Supply restrictions out of Brazil, based on lower output amid a challenging rainy season, and the possibility of US scrap availability restrictions on the back of severe weather, are supporting this, along with the ongoing absence of Russian scrap and pig iron in the export market. But steel demand remains the main issue in Europe and Turkey, sources note. During the past two weeks, US buyers concluded two Ukrainian deals - one spot and one longterm contract - both at 30,000 tonnes. The spot sale was concluded at just above $490/t cfr Nola for February shipment. Another sale by another producer was finalised, but the price was yet to be determined, according to the terms of contract, with shipment also likely in February. There was talk of a possibility of one Brazilian sale, although, in the absence of details, and with the alleged price of $460/t fob Brazil, grossing forward to just under $500/t cfr based on current freight rates, it was doubted by participants and remained unconfirmed. Although rising scrap prices are supporting a rise in the pig iron market, traders note that pig iron was already somewhat overpriced and has no growth potential this month beyond $500/t cfr for low-phosphorus quality. The last Brazilian trade in mid-December was concluded at around $475/t cfr. In Europe, the sentiment is lulling amid holidays but expected to lift in January.

Suppliers are expecting a healthy volume of enquiries for first quarter and early second quarter arrivals, but continue to monitor steel product demand and prices as a major influence. Higher offers are expected in line with higher scrap and steel prices, with some sources placing a January increase of pig iron prices at around $20-30/t. The latest North European deals from December were concluded at $500-520/t cfr in Northern Europe and $450-460/t cfr in Southern Europe. Turkish pig iron prices are likely to increase most, however, as current imported scrap/pig iron difference is around $65/t in favour of scrap, compared to Eastern Ukrainian material, which was traded at around $375/t cfr at the bottom of the curve.

Ministry of Commerce and Industry
Government of India

Ministry of Steel
Government of India

Azadi Ka Amrit Mahotsav

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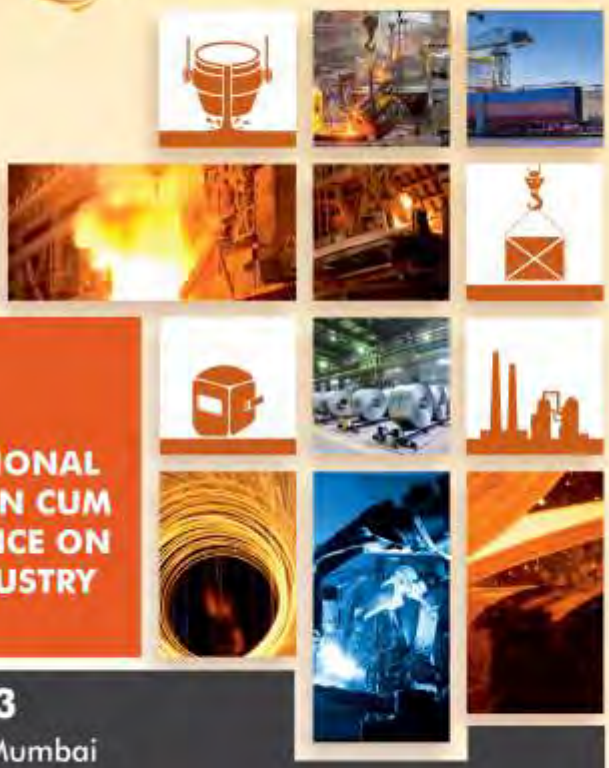

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- Over 300 exhibiting companies
- Over 1000 Conference Delegates
- Technical sessions
- Conference attracting Government officials and decision makers from the industry
- CEOs round table
- Meet face to face with key individuals involved in the production and processing of iron & steel (Procurement and Technical Heads)
- Reverse Buyer Seller Meet
- Participation from Central Government, Ministries and State Governments
- International participation and pavilions from various parts of the world
- Plant visits
- Sideline meetings on key enabling factors for Indian Steel Industry

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- Steel Industry Stakeholders
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Russian offers were scarce, due to ongoing holidays, and ranged from $420-450/t fob Black Sea, depending on the supplier. ASEAN pig iron trading activity is also subdued, but offers of low-manganese Russian material were heard at $490-500/t cfr in Southeast Asia, up $30-40/t on previous sales. China's price target rose by around $10/t also, to $440-450/t cfr, but no new trade was confirmed at press time.

Third MEROS off-gas cleaning plant started up at Acciaierie d'Italia's steel plant in Italy

The third MEROS plant implemented at Acciaierie d'Italia's sinter plants in Taranto, Italy was started up by Primetals Technologies. The steel producer has ordered a total of seven MEROS plants, four at the sinter plants and three at power plant No. 2. Construction work for the remaining four plants began in September of 2022.

"We are very satisfied with the performance of the three implemented MEROS plants. In terms of sustainability, MEROS is a key technology for us, and we look forward to completing the program with the further four MEROS plants," says Alessandro Labile, Plant Director at Acciaierie d'Italia in Taranto. Outstanding performance An off-gas cleaning plant, MEROS removes almost all potentially harmful substances in waste gases coming from, for example, sinter plants or power plants. At the site in Taranto, the results speak for themselves: the three implemented MEROS plants are reducing dust emissions from the two sinter plants to less than 3 milligrams per cubic meter – significantly below the legal limit of 10 milligrams. In addition, the dioxin levels are less than 0.01 nanograms per cubic meter, far below the level of 0.15 nanograms required by the Italian law. "Thanks to our highly efficient MEROS technology, the air quality in Taranto has improved immensely. It is an important project that reflects both the profound positive impact this technology is having on the environment, as well as our long-lasting and strong partnership with Acciaierie d'Italia," says Dr. Alexander Fleischanderl, Head of Green Steel and Senior Vice President at Primetals Technologies. Highly energy efficient During the MEROS process, dust from the sinter plant is treated in a series of steps in which dust and potentially harmful metallic and organic components are removed. As a result, the amount of recirculated dust is minimized, which results in fewer filter pulse cleaning cycles and less compressed air consumption. Therefore, MEROS is a highly energy efficient plant. Acciaierie d'Italia is a joint venture of ArcelorMittal and the Italian National Agency for Investments Attraction and Business Development, S.p.A. – Invitalia, with around 10,000 employees and an annual production of approximately four million tons of steel in 2021.

Domestic Passenger Vehicle Sales Rise 23% In December Quarter - SIAM

Passenger vehicle wholesales rose 23 per cent year-on-year in the December 2022 quarter, aided by robust demand in the festive period, the automobile industry body Society of Indian Automobile Manufacturers said on Friday.

The total passenger vehicle dispatches from the companies to dealers in the third quarter rose to 9,34,955 units compared to 7,61,124 units in the same period of the previous financial year.

In December, passenger vehicle sales witnessed an increase of 7 per cent at 2,35,309 units against 2,19,421 units in the year-ago month.

Commenting on the three-month sales data, Society of Indian Automobile Manufacturers (SIAM) Director General Rajesh Menon said segments like commercial vehicles, three-wheelers and two-wheelers have also witnessed an increase in wholesales during the period under review.

"Festive season has helped in returning good sales numbers for all the segments. However, weakness in rural demand continues, as high food inflation and increased financing cost is impacting the rural market," he noted.

The total commercial vehicles increased by 17 per cent year-on-year to 2,27,111 units in the third quarter, while two-wheelers saw an increase of 6 per cent at 38,59,030 units.

Similarly, three-wheeler dispatches rose to 1,38,511 units from 82,547 units in the October-December period of last fiscal.

The total sales during the quarter increased to 51,59,758 units from 46,68,562 units in the year-ago period.

Commenting on the wholesales in the calendar year 2022, SIAM President Vinod Aggarwal said passenger vehicles have reported the highest-ever sales of 3.8 million units, which is about four lakh units higher than the last peak in 2018.

Similarly, commercial vehicles reported sales of 9.3 lakh units, which is just about 72,000 units lower than the earlier peak in 2018, he added.

However, three-wheeler sales are still lower than in 2010 sales and two-wheeler dispatches are lower than in 2014, Aggarwal said.

Compared to the last calendar year, growth in commercial vehicles has been noteworthy, while the two-wheeler wholesales have grown at a much slower pace in this calendar year compared to the other categories of vehicles, he said.

In December, the total two-wheeler sales rose marginally to 10,45,052 units from 10,15,942 units in the same month last year.

SIAM

Segment wise Comparative Production, Domestic Sales & Exports data for the month of December 2022

(Number of Vehicles)

Category	Production		Domestic Sales		Exports	
Segment/Subsegment	December		December		December	
	2021	2022	2021	2022	2021	2022
Passenger Vehicles (PVs)*						
Passenger Cars	1,55,055	1,41,269	1,12,873	1,04,601	36,850	43,894
Utility Vehicles (UVs)	1,09,784	1,31,435	97,137	1,20,015	17,770	24,033
Vans	9,388	10,324	9,411	10,693	226	2
Total Passenger Vehicles (PVs)	**2,74,227**	**2,83,028**	**2,19,421**	**2,35,309**	**54,846**	**67,929**
Three Wheelers						
Passenger Carrier	58,818	53,932	20,134	28,473	41,534	24,815
Goods Carrier	6,543	7,300	6,617	7,314	1,374	1,410
E-Rickshaw	1,146	2,035	1,144	2,783	-	-
E-Cart	268	103	289	123	-	-
Total Three Wheelers	**66,775**	**63,370**	**28,184**	**38,693**	**42,908**	**26,225**
Two Wheelers						
Scooter/ Scooterettee	2,54,134	2,78,962	2,55,960	2,95,498	21,728	27,146
Motorcycle/Step-Throughs	10,29,054	9,09,694	7,26,587	7,23,593	3,42,698	2,44,777
Mopeds	24,596	21,934	33,395	25,961	744	234
Total Two Wheelers	**13,07,784**	**12,10,590**	**10,15,942**	**10,45,052**	**3,65,170**	**2,72,157**
Quadricycle	**250**	**250**	**10**	**20**	**252**	**240**
Grand Total	**16,49,036**	**15,57,238**	**12,63,557**	**13,19,074**	**4,63,176**	**3,66,551**

* BMW, Mercedes, Tata Motors and Volvo Auto data is not available

Society of Indian Automobile Manufacturers (13/01/2023)

SIAM						
Summary Report: Cumulative Production, Domestic Sales & Exports data for the period of October - December 2022						
						(Number of Vehicles)
Category	Production		Domestic Sales		Exports	
Segment/Subsegment	October-December		October-December		October-December	
	2021-22	2022-23	2021-22	2022-23	2021-22	2022-23
Passenger Vehicles (PVs)*						
Passenger Cars	4,46,198	5,25,025	3,48,635	4,19,877	93,460	1,14,589
Utility Vehicles (UVs)	4,18,588	5,34,397	3,82,315	4,87,138	45,167	55,890
Vans	30,419	27,308	30,174	27,940	736	52
Total Passenger Vehicles (PVs)	**8,95,205**	**10,86,730**	**7,61,124**	**9,34,955**	**1,39,363**	**1,70,531**
Commercial Vehicles (CVs)**						
M&HCVs						
Passenger Carrier	4,992	11,211	3,615	8,387	1,645	3,035
Goods Carrier	69,563	80,352	60,349	77,291	7,094	2,172
Total M&HCVs	**74,555**	**91,563**	**63,964**	**85,678**	**8,739**	**5,207**
LCVs						
Passenger Carrier	4,421	9,237	3,532	8,093	444	588
Goods Carrier	1,32,420	1,35,929	1,27,213	1,33,340	16,886	12,849
Total LCVs	**1,36,841**	**1,45,166**	**1,30,745**	**1,41,433**	**17,330**	**13,437**
Total Commercial Vehicles (CVs)	**2,11,396**	**2,36,729**	**1,94,709**	**2,27,111**	**26,069**	**18,644**
Three Wheelers						
Passenger Carrier	1,74,454	1,93,525	56,565	1,03,567	1,25,230	89,505
Goods Carrier	22,826	26,311	21,804	26,625	2,805	1,864
E-Rickshaw	3,482	7,594	3,683	7,707	-	-
E-Cart	499	631	495	612	-	-
Total Three Wheelers	**2,01,261**	**2,28,061**	**82,547**	**1,38,511**	**1,28,035**	**91,369**
Two Wheelers						
Scooter/ Scooterettee	10,73,167	12,85,539	10,54,405	12,21,185	84,828	82,756
Motorcycle/Step-Throughs	33,90,098	32,15,352	24,44,410	25,32,781	10,09,471	7,62,797
Mopeds	1,18,312	1,04,068	1,31,309	1,05,064	1,602	960
Total Two Wheelers	**45,81,577**	**46,04,959**	**36,30,124**	**38,59,030**	**10,95,901**	**8,46,513**
Quadricycle	**827**	**534**	**58**	**151**	**810**	**456**
Grand Total	**58,90,266**	**61,57,013**	**46,68,562**	**51,59,758**	**13,90,178**	**11,27,513**
* BMW, Mercedes and Volvo Auto data is not available						
** Daimler, JBM Auto & Scania data is not available						
Society of Indian Automobile Manufacturers (13/01/2023)						

SIAM						
Summary Report: Cumulative Production, Domestic Sales & Exports data for the period of January - December 2022						
						(Number of Vehicles)
Category	Production		Domestic Sales		Exports	
Segment/Subsegment	January -December		January -December		January -December	
	2021	2022	2021	2022	2021	2022
Passenger Vehicles (PVs)*						
Passenger Cars	19,02,075	21,52,365	15,43,530	17,37,122	3,50,024	4,15,566
Utility Vehicles (UVs)	16,07,532	21,54,490	14,19,649	19,22,766	1,84,808	2,28,822
Vans	1,21,488	1,32,184	1,19,242	1,32,468	2,392	527
Total Passenger Vehicles (PVs)	**36,31,095**	**44,39,039**	**30,82,421**	**37,92,356**	**5,37,224**	**6,44,915**
Commercial Vehicles (CVs)**						
M&HCVs						
Passenger Carrier	14,591	33,953	11,186	29,107	5,015	10,101
Goods Carrier	2,46,407	3,27,369	2,15,951	3,05,880	25,149	16,753
Total M&HCVs	**2,60,998**	**3,61,322**	**2,27,137**	**3,34,987**	**30,164**	**26,854**
LCVs						
Passenger Carrier	20,108	39,098	17,677	37,220	1,984	2,024
Goods Carrier	4,86,911	6,17,398	4,32,302	5,60,909	52,834	59,427
Total LCVs	**5,07,019**	**6,56,496**	**4,49,979**	**5,98,129**	**54,818**	**61,451**
Total Commercial Vehicles (CVs)	**7,68,017**	**10,17,818**	**6,77,116**	**9,33,116**	**84,982**	**88,305**
Three Wheelers						
Passenger Carrier	6,62,483	7,22,773	1,74,531	3,05,453	4,97,860	4,10,385
Goods Carrier	92,906	98,313	82,950	92,512	9,794	6,793
E-Rickshaw	6,250	17,749	6,633	18,133	-	-
E-Cart	654	2,270	644	2,243	-	-
Total Three Wheelers	**7,62,293**	**8,41,105**	**2,64,758**	**4,18,341**	**5,07,654**	**4,17,178**
Two Wheelers						
Scooter/ Scooterettee	47,73,005	54,11,610	43,98,229	50,38,235	3,52,767	3,90,421
Motorcycle/Step-Throughs	1,36,59,525	1,36,97,851	96,16,578	1,01,27,790	40,83,907	36,58,543
Mopeds	5,34,205	4,41,831	5,19,008	4,41,966	10,238	4,290
Total Two Wheelers	**1,89,66,735**	**1,95,51,292**	**1,45,33,815**	**1,56,07,991**	**44,46,912**	**40,53,254**
Quadricycle	**5,380**	**1,750**	**79**	**501**	**5,411**	**1,387**
Grand Total	**2,41,33,520**	**2,58,51,004**	**1,85,58,189**	**2,07,52,305**	**55,82,183**	**52,05,039**
* BMW, Mercedes and Volvo Auto data is not available						
** Daimler, JBM Auto & Scania data is not available						
Society of Indian Automobile Manufacturers (13/01/2023)						

SIAM						
Summary Report: Cumulative Production, Domestic Sales & Exports data for the period of April - December 2022						
						Report I
						(Number of Vehicles)
Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April-December		April-December		April-December	
	2021-22	2022-23	2021-22	2022-23	2021-22	2022-23
Passenger Vehicles (PVs)*						
Passenger Cars	13,08,045	16,15,425	10,29,765	12,99,831	2,75,709	3,16,289
Utility Vehicles (UVs)	11,82,282	16,45,691	10,36,006	14,69,594	1,46,667	1,74,453
Vans	84,463	1,02,015	83,067	1,02,270	1,621	295
Total Passenger Vehicles (PVs)	**25,74,790**	**33,63,131**	**21,48,838**	**28,71,695**	**4,23,997**	**4,91,037**
Commercial Vehicles (CVs)**						
M&HCVs						
Passenger Carrier	9,648	28,091	6,442	23,745	3,804	7,406
Goods Carrier	1,63,785	2,34,497	1,40,161	2,17,268	18,556	9,627
Total M&HCVs	**1,73,433**	**2,62,588**	**1,46,603**	**2,41,013**	**22,360**	**17,033**
LCVs						
Passenger Carrier	14,420	31,534	13,015	30,278	1,251	1,490
Goods Carrier	3,44,972	4,50,994	3,07,142	4,12,019	41,331	42,427
Total LCVs	**3,59,392**	**4,82,528**	**3,20,157**	**4,42,297**	**42,582**	**43,917**
Total Commercial Vehicles (CVs)	**5,32,825**	**7,45,116**	**4,66,760**	**6,83,310**	**64,942**	**60,950**
Three Wheelers						
Passenger Carrier	4,86,499	5,44,585	1,16,851	2,45,125	3,78,588	2,99,438
Goods Carrier	60,963	72,555	53,870	69,622	7,459	4,057
E-Rickshaw	6,250	17,749	6,633	18,133	-	-
E-Cart	654	2,270	644	2,243	-	-
Total Three Wheelers	**5,54,366**	**6,37,159**	**1,77,998**	**3,35,123**	**3,86,047**	**3,03,495**
Two Wheelers						
Scooter/ Scooterettee	32,72,006	42,67,802	30,20,454	39,85,312	2,70,402	3,10,380
Motorcycle/Step-Throughs	96,87,671	1,04,95,373	67,95,894	79,39,498	30,62,369	26,38,470
Mopeds	3,57,854	3,26,513	3,63,868	3,32,684	8,464	2,508
Total Two Wheelers	**1,33,17,531**	**1,50,89,688**	**1,01,80,216**	**1,22,57,494**	**33,41,235**	**29,51,358**
Quadricycle	**3,844**	**1,533**	**64**	**441**	**4,139**	**1,200**
Grand Total	**1,69,83,356**	**1,98,36,627**	**1,29,73,876**	**1,61,48,063**	**42,20,360**	**38,08,040**
* BMW, Mercedes and Volvo Auto data is not available						
** Daimler, JBM Auto & Scania data is not available						
Society of Indian Automobile Manufacturers (13/01/2023)						

SIAM												
Category & Company wise Summary Report for the month of December 2022 and Cumulative for April-December 2022												
												Report II
												(Number of Vehicles)
Category	Production				Domestic Sales				Exports			
Segment/Subsegment	December		April-December		December		April-December		December		April-December	
Manufacturer	2021	2022	2021-22	2022-23	2021	2022	2021-22	2022-23	2021	2022	2021-22	2022-23
Passenger Vehicles (PVs)												
FCA India Automobiles Pvt Ltd	983	519	12,804	13,187	916	769	8,795	10,163	189	188	4,796	3,622
Force Motors Ltd	100	58	271	534	68	37	190	540	-	1	-	5
Ford India Private Ltd	NA	NA	39,337	NA	NA	NA	15,818	NA	NA	NA	18,022	NA
Honda Cars India Ltd	11,136	9,231	75,488	88,556	7,973	7,062	61,406	70,819	1,153	1,388	13,031	17,118
Hyundai Motor India Ltd	53,100	52,877	4,49,100	5,34,877	32,312	38,831	3,48,828	4,19,839	16,621	19,021	1,00,059	1,19,099
Isuzu Motors India Pvt Ltd	268	3	1,310	1,875	136	83	587	496	-	(51)	141	428
Kia Motors India Pvt Ltd	14,000	30,676	1,62,337	2,68,884	7,797	15,184	1,26,725	1,94,494	3,603	9,462	34,341	65,540
Mahindra & Mahindra Ltd	11,500	25,555	1,52,910	2,58,499	17,722	28,445	1,50,665	2,59,858	990	1,333	7,366	6,777
Maruti Suzuki India Ltd	1,48,767	1,24,135	11,39,780	13,93,114	1,23,016	1,12,010	9,34,825	11,79,292	22,058	21,600	1,67,964	1,92,071
MG Motor India Pvt Ltd	3,901	4,724	28,114	39,932	2,550	3,899	26,814	34,508	32	-	32	12
Nissan Motor India Pvt Ltd	7,058	6,577	57,036	73,446	3,010	2,020	27,965	25,364	4,016	6,971	28,597	44,084
PCA Motors Pvt. Ltd	5	291	674	5,963	24	932	624	5,915	-	-	-	-
Renault India Pvt Ltd	8,330	6,656	79,939	86,676	6,130	6,126	64,270	63,913	2,670	3,949	18,380	21,533
SkodaAuto India Pvt Ltd	3,703	3,635	22,410	41,883	3,234	4,788	20,842	40,601	-	13	-	288
Tata Motors Ltd*	NA	NA	2,48,600	4,09,173	NA	NA	2,49,249	4,08,087	NA	NA	1,381	1,766
Toyota Kirloskar Motor Pvt Ltd	4,523	9,974	53,669	98,842	10,833	10,416	90,557	1,26,641	-	178	91	223
Volkswagen India Pvt Ltd	6,853	8,117	51,011	47,690	3,700	4,707	20,678	31,165	3,514	3,876	29,796	18,471
Total Passenger Vehicles (PVs)	**2,74,227**	**2,83,028**	**25,74,790**	**33,63,131**	**2,19,421**	**2,35,309**	**21,48,838**	**28,71,695**	**54,846**	**67,929**	**4,23,997**	**4,91,037**
* Only Cumulative data is available	NA=Not Available											

SIAM

Category & Company wise Summary Report for the month of December 2022 and Cumulative for April-December 2022

Report II

(Number of Vehicles)

Category	Production				Domestic Sales				Exports			
Segment/Subsegment	December		April-December		December		April-December		December		April-December	
Manufacturer	2021	2022	2021-22	2022-23	2021	2022	2021-22	2022-23	2021	2022	2021-22	2022-23
Three Wheelers												
Atul Auto Ltd	1,906	2,127	11,752	18,364	1,603	2,005	10,408	16,027	80	146	1,091	2,038
Bajaj Auto Ltd	40,705	37,418	3,41,731	3,49,867	18,376	23,010	1,10,604	2,00,260	25,063	11,192	2,39,210	1,48,794
Continental Engines Pvt Ltd	460	460	2,788	4,848	471	351	2,796	4,927	-	-	-	-
Force Motors Ltd	336	375	2,803	2,038	-	-	-	-	210	406	2,632	2,100
Mahindra & Mahindra Ltd	2,220	3,572	18,339	40,293	2,480	5,052	19,356	40,911	8	48	290	410
Piaggio Vehicles Pvt Ltd	5,786	7,786	46,592	83,406	4,504	7,034	29,362	61,221	2,756	1,328	18,195	21,938
TVS Motor Company Ltd	15,362	11,632	1,30,361	1,38,343	750	1,241	5,472	11,777	14,791	13,105	1,24,629	1,28,215
Total Three Wheelers	**66,775**	**63,370**	**5,54,366**	**6,37,159**	**28,184**	**38,693**	**1,77,998**	**3,35,123**	**42,908**	**26,225**	**3,86,047**	**3,03,495**
Two Wheelers												
Ather Energy Pvt. Ltd	1,752	4,993	14,852	53,932	1,761	7,085	15,465	53,709	-	-	-	-
Bajaj Auto Ltd	3,12,719	2,21,785	29,26,882	26,88,983	1,27,593	1,25,525	13,01,984	13,90,698	1,91,176	1,21,499	16,75,781	13,26,541
Chetak Technology Ltd	-	3,023	-	3,023	-	195	-	195	-	-	-	-
Hero MotoCorp Ltd	3,78,989	3,90,102	37,04,311	40,02,183	3,74,485	3,81,365	35,37,640	39,21,309	20,287	12,814	2,17,624	1,36,744
Honda Motorcycle & Scooter India Pvt Ltd	2,29,111	2,25,110	27,78,023	35,65,119	2,10,638	2,33,151	25,58,379	33,22,746	16,073	17,020	2,53,101	2,72,660
India Kawasaki Motors Pvt Ltd	155	765	2,599	2,644	316	442	2,803	2,761	-	-	-	-
India Yamaha Motor Pvt Ltd	59,508	46,585	5,38,137	6,66,595	44,736	30,157	3,64,928	4,45,888	20,570	21,669	1,98,545	2,27,514
Mahindra Two Wheelers Ltd	-	-	-	72	-	-	3	96	-	-	-	-
Okinawa Autotech Pvt. Ltd	9,098	-	49,427	81,754	8,119	2,523	48,836	82,880	-	-	113	78
Piaggio Vehicles Pvt Ltd	4,080	3,115	57,761	48,424	3,652	2,426	38,840	35,254	1,284	1,272	19,687	13,720
Royal-Enfield (Unit of Eicher Motors)	70,015	67,612	4,08,487	6,29,325	65,194	59,821	3,60,905	5,42,818	8,552	8,579	55,695	73,552
Suzuki Motorcycle India Pvt Ltd	44,946	56,026	5,34,076	6,76,230	32,549	40,905	4,39,868	5,39,027	18,599	23,007	1,07,283	1,46,173
Triumph Motorcycles India Pvt Ltd	89	46	529	505	136	88	950	830	-	-	-	-
TVS Motor Company Ltd	1,97,322	1,91,428	23,02,447	26,70,899	1,46,763	1,61,369	15,09,615	19,19,283	88,629	66,297	8,13,406	7,54,376
Total Two Wheelers	**13,07,784**	**12,10,590**	**1,33,17,531**	**1,50,89,688**	**10,15,942**	**10,45,052**	**1,01,80,216**	**1,22,57,494**	**3,65,170**	**2,72,157**	**33,41,235**	**29,51,358**
Quadricycle												
Bajaj Auto Ltd	250	250	3,844	1,533	10	20	64	441	252	240	4,139	1,200
Total	**250**	**250**	**3,844**	**1,533**	**10**	**20**	**64**	**441**	**252**	**240**	**4,139**	**1,200**
Grand Total	**16,49,036**	**15,57,238**	**1,64,50,531**	**1,90,91,511**	**12,63,557**	**13,19,074**	**1,25,07,116**	**1,54,64,753**	**4,63,176**	**3,66,551**	**41,55,418**	**37,47,090**

Society of Indian Automobile Manufacturers (13/01/2023)

SIAM

Segment & Company wise Production, Domestic Sales & Exports Report for the month of December 2022 and Cumulative for April-December 2022

Report III

(Number of Vehicles)

Category	Production				Domestic Sales				Exports			
Segment/Subsegment	December		April-December		December		April-December		December		April-December	
Manufacturer	2021	2022	2021-22	2022-23	2021	2022	2021-22	2022-23	2021	2022	2021-22	2022-23
Passenger Vehicles (PVs)												
A: Passenger Cars												
Ford India Private Ltd	NA	NA	5,595	NA	NA	NA	2,006	NA	NA	NA	2,640	NA
Honda Cars India Ltd	10,950	8,761	70,120	83,186	7,888	6,703	56,554	66,061	1,069	1,366	12,317	16,695
Hyundai Motor India Ltd	26,250	34,274	2,36,028	2,83,874	13,296	18,731	1,67,781	1,95,369	10,598	13,651	68,161	86,337
Mahindra & Mahindra Ltd	-	-	-	-	7	-	29	214	-	-	2	-
Maruti Suzuki India Ltd	1,07,928	86,582	7,91,845	10,05,441	86,869	68,421	6,41,703	8,22,985	16,783	20,568	1,31,490	1,54,947
Nissan Motor India Pvt Ltd	2,879	3,796	23,590	36,318	227	-	1,493	-	3,319	4,675	22,442	36,468
Renault India Pvt Ltd	2,521	1,840	26,969	23,520	1,056	1,827	19,806	16,398	1,567	695	8,495	7,414
SkodaAuto India Pvt Ltd	-	1,566	6,627	22,146	338	2,495	6,751	20,445	-	-	-	-
Tata Motors Ltd*	NA	NA	1,05,695	1,35,198	NA	NA	1,05,226	1,35,177	NA	NA	366	150
Toyota Kirloskar Motor Pvt Ltd	6	33	673	722	2,360	4,536	18,467	29,616	-	-	-	-
Volkswagen India Pvt Ltd	4,521	4,417	40,903	25,020	832	1,888	9,949	13,566	3,514	2,939	29,796	14,278
Total A: Passenger Cars	**1,55,055**	**1,41,269**	**13,08,045**	**16,15,425**	**1,12,873**	**1,04,601**	**10,29,765**	**12,99,831**	**36,850**	**43,894**	**2,75,709**	**3,16,289**
B: Utility Vehicles (UVs)												
FCA India Automobiles Pvt Ltd	983	519	12,804	13,187	916	769	8,795	10,163	189	188	4,796	3,622
Force Motors Ltd	100	58	271	534	68	37	190	540	-	1	-	5
Ford India Private Ltd	NA	NA	33,742	NA	NA	NA	13,812	NA	NA	NA	15,382	NA
Honda Cars India Ltd	186	470	5,368	5,370	85	359	4,852	4,758	84	22	714	423
Hyundai Motor India Ltd	26,850	18,603	2,13,072	2,51,003	19,016	20,100	1,81,047	2,24,470	6,023	5,370	31,898	32,762
Isuzu Motors India Pvt Ltd	268	3	1,310	1,875	136	83	587	496	-	(51)	141	428
Kia Motors India Pvt Ltd	14,000	30,676	1,62,337	2,68,884	7,797	15,184	1,26,725	1,94,494	3,603	9,462	34,341	65,540
Mahindra & Mahindra Ltd	11,157	25,481	1,50,582	2,56,496	17,469	28,333	1,48,903	2,57,849	873	1,331	6,767	6,775
Maruti Suzuki India Ltd	31,794	27,303	2,67,711	2,91,375	26,982	33,008	2,13,716	2,60,172	5,166	1,032	35,566	36,911
MG Motor India Pvt Ltd	3,901	4,724	28,114	39,932	2,550	3,899	26,814	34,508	32	-	32	12
Nissan Motor India Pvt Ltd	4,179	2,781	33,446	37,128	2,783	2,020	26,472	25,364	697	2,296	6,155	7,616
PCA Motors Pvt. Ltd	5	291	674	5,963	24	932	624	5,915	-	-	-	-
Renault India Pvt Ltd	5,809	4,816	52,970	63,156	5,074	4,299	44,464	47,515	1,103	3,254	9,885	14,119
SkodaAuto India Pvt Ltd	3,703	2,069	15,783	19,737	2,896	2,293	14,091	20,156	-	13	-	288
Tata Motors Ltd*	NA	NA	1,40,994	2,70,261	NA	NA	1,42,095	2,68,570	NA	NA	899	1,536
Toyota Kirloskar Motor Pvt Ltd	4,517	9,941	52,996	98,120	8,473	5,880	72,090	97,025	-	178	91	223
Volkswagen India Pvt Ltd	2,332	3,700	10,108	22,670	2,868	2,819	10,729	17,599	-	937	-	4,193
Total B: Utility Vehicles (UVs)	**1,09,784**	**1,31,435**	**11,82,282**	**16,45,691**	**97,137**	**1,20,015**	**10,36,006**	**14,69,594**	**17,770**	**24,033**	**1,46,667**	**1,74,453**
C: Vans												
Mahindra & Mahindra Ltd	343	74	2,328	2,003	246	112	1,733	1,795	117	2	597	2
Maruti Suzuki India Ltd	9,045	10,250	80,224	96,298	9,165	10,581	79,406	96,135	109	-	908	213
Tata Motors Ltd*	NA	NA	1,911	3,714	NA	NA	1,928	4,340	NA	NA	116	80
Total C: Vans	**9,388**	**10,324**	**84,463**	**1,02,015**	**9,411**	**10,693**	**83,067**	**1,02,270**	**226**	**2**	**1,621**	**295**
Total Passenger Vehicles (PVs)	**2,74,227**	**2,83,028**	**25,74,790**	**33,63,131**	**2,19,421**	**2,35,309**	**21,48,838**	**28,71,695**	**54,846**	**67,929**	**4,23,997**	**4,91,037**

*Only Cumulative data is available NA=Not Available

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Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of December 2022 and Cumulative for April-December 2022

Report IV

(Number of Vehicles)

Category	Production				Domestic Sales				Exports			
Segment/Subsegment	December		April-December		December		April-December		December		April-December	
Manufacturer	2021	2022	2021-22	2022-23	2021	2022	2021-22	2022-23	2021	2022	2021-22	2022-23
Passenger Vehicles (PVs)												
A : Passenger Cars - Upto 5 Seats												
Mini :Seats upto-5, Length Normally <3600 mm, Body Style-Hatchback, Engine Displacement Normally upto 1.0 Litre												
Regular												
Maruti Suzuki India Ltd (Alto,Spresso)	19,396	11,348	1,85,500	2,09,081	16,320	9,765	1,57,946	1,74,008	2,058	4,260	28,275	33,011
Renault India Pvt Ltd (Kwid)	2,521	1,840	26,969	23,520	1,056	1,827	19,806	16,398	1,567	695	8,495	7,414
Total Mini	**21,917**	**13,188**	**2,12,469**	**2,32,601**	**17,376**	**11,592**	**1,77,752**	**1,90,406**	**3,625**	**4,955**	**36,770**	**40,425**
Compact :Seats upto-5, Length Normally between 3600 - 4000 mm, Body Style-Sedan/Estate/Hatch/Notchback, Engine Displacement Normally upto 1.4 Litre												
Regular												
Ford India Private Ltd (Figo,Figo Aspire,Ford Freesty	NA	NA	5,595	NA	NA	NA	2,006	NA	NA	NA	2,640	NA
Honda Cars India Ltd (Amaze,Jazz)	4,885	4,800	30,030	39,534	4,145	3,617	29,428	37,737	210	36	837	749
Hyundai Motor India Ltd (Aura,Grand i10,i20,Santro,X	20,902	26,798	1,96,439	2,36,559	12,314	17,193	1,51,817	1,80,397	6,514	8,021	44,776	54,392
Maruti Suzuki India Ltd (OEM Model#,Baleno,Celerio	86,694	72,405	5,89,845	7,74,903	69,345	57,502	4,73,300	6,37,459	13,579	14,629	97,329	1,12,577
Nissan Motor India Pvt Ltd (Datsun GO,Datsun Redi-	40	-	2,512	-	227	-	1,493	-	-	-	1,079	-
Tata Motors Ltd* (Altroz,Tiago,Tigor)	NA	NA	1,05,695	1,35,198	NA	NA	1,05,226	1,35,177	NA	NA	366	150
Toyota Kirloskar Motor Pvt Ltd (Glanza)	-	-	-	-	2,359	4,465	17,763	28,851	-	-	-	-
Volkswagen India Pvt Ltd (Polo)	1,029	-	13,265	874	762	-	8,606	753	173	-	7,468	1,095
Total Compact	**1,13,550**	**1,04,003**	**9,43,381**	**11,87,068**	**89,152**	**82,777**	**7,89,639**	**10,20,374**	**20,476**	**22,686**	**1,54,495**	**1,68,963**
Super Compact :Seats upto-5, Length Normally between 4000 - 4250 mm, Body Style-Sedan/Estate/Hatch/Notchback, Engine Displacement Normally upto 1.6 Litre												
Regular												
Mahindra & Mahindra Ltd (Verito)	-	-	-	-	7	-	29	214	-	-	2	-
Total Super Compact	**-**	**-**	**-**	**-**	**7**	**-**	**29**	**214**	**-**	**-**	**2**	**-**
Mid-Size: Seats upto-5, Length Normally between 4250 - 4500 mm, Body Style-Sedan/Estate/Hatch/Notchback, Engine Displacement Normally upto 1.6 Litre												
Regular												
Honda Cars India Ltd (City)	6,065	3,961	40,090	43,652	3,743	3,086	27,126	28,324	859	1,330	11,480	15,946
Hyundai Motor India Ltd (Verna)	5,348	7,476	39,411	47,315	982	1,538	15,786	14,972	4,084	5,630	23,385	31,945
Maruti Suzuki India Ltd (Ciaz)	1,838	2,829	16,500	21,457	1,204	1,154	10,457	11,518	1,146	1,679	5,886	9,359
Nissan Motor India Pvt Ltd (Sunny)	2,839	3,796	21,078	36,318	-	-	-	-	3,319	4,675	21,363	36,468
SkodaAuto India Pvt Ltd (Rapid)	-	-	3,863	-	158	-	4,111	-	-	-	-	-
Toyota Kirloskar Motor Pvt Ltd (Yaris)	-	-	237	-	-	-	295	-	-	-	-	-
Volkswagen India Pvt Ltd (Vento,Virtus)	3,492	4,417	27,638	24,146	70	1,888	1,343	12,813	3,341	2,939	22,328	13,183
Total Mid-Size	**19,582**	**22,479**	**1,48,817**	**1,72,888**	**6,157**	**7,666**	**59,118**	**67,627**	**12,749**	**16,253**	**84,442**	**1,06,901**
Executive :Seats upto-5, Length Normally between 4500 - 4700 mm, Body Style-Sedan/Estate/Notchback, Engine Displacement Normally upto 2 Litre												
Regular												
Hyundai Motor India Ltd (Elantra)	-	-	178	-	-	-	178	-	-	-	-	-
SkodaAuto India Pvt Ltd (Octavia,Slavia)	-	1,398	1,649	20,762	164	2,386	1,401	19,196	-	-	-	-
Total Executive	**-**	**1,398**	**1,827**	**20,762**	**164**	**2,386**	**1,579**	**19,196**	**-**	**-**	**-**	**-**
Premium :Seats upto-5, Length Normally between 4700 - 5000 mm, Body Style-Sedan/Estates, Engine Displacement Normally upto 3 Litre												
Regular												
SkodaAuto India Pvt Ltd (Superb,Superb -B8)	-	168	1,115	1,384	16	109	1,239	1,249	-	-	-	-
Specialty												
Toyota Kirloskar Motor Pvt Ltd (Camry)	6	33	436	722	1	71	409	765	-	-	-	-
Total Premium	**6**	**201**	**1,551**	**2,106**	**17**	**180**	**1,648**	**2,014**	**-**	**-**	**-**	**-**
Total Passenger Cars	**1,55,055**	**1,41,269**	**13,08,045**	**16,15,425**	**1,12,873**	**1,04,601**	**10,29,765**	**12,99,831**	**36,850**	**43,894**	**2,75,709**	**3,16,289**

#Only production volume of OEM Model is reported by Maruti Suzuki India Limited. NA= Not Available *Only Cumulative data is available

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Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of December 2022 and Cumulative for April-December 2022

Report IV

(Number of Vehicles)

Category	Production				Domestic Sales				Exports			
Segment/Subsegment	December		April-December		December		April-December		December		April-December	
Manufacturer	2021	2022	2021-22	2022-23	2021	2022	2021-22	2022-23	2021	2022	2021-22	2022-23
B: Utility Vehicles (UVs)												
B : Utility Vehicles/ Sports Utility Vehicles; 4x2 or 4x4 offroad capability ; Generally ladder on frame ; 2 box ; 5 Seats or more but upto 10 Seats.												
UVC : Length < 4000 mm & Price <20 Lakhs												
Ford India Private Ltd (Ford Ecosport)	NA	NA	29,795	NA	NA	NA	9,865	NA	NA	NA	15,382	NA
Honda Cars India Ltd (WR-V)	186	470	5,368	5,370	85	359	4,852	4,758	84	22	714	423
Hyundai Motor India Ltd (Venue)	12,478	12,134	80,522	98,384	10,360	8,285	74,282	89,894	765	879	5,668	5,222
Kia Motors India Pvt Ltd (Sonet)	4,938	9,356	65,852	89,915	3,578	5,772	53,935	66,322	1,035	1,755	12,273	21,239
Mahindra & Mahindra Ltd (Bolero,Kuv100,Thar,Xuv3(	6,388	13,303	1,07,583	1,51,552	11,712	15,536	1,05,349	1,52,423	725	508	4,947	4,974
Maruti Suzuki India Ltd (OEM Model #,Brezza,Jimny)	14,693	11,110	1,29,719	1,50,052	9,531	11,200	82,480	99,292	3,963	11	29,127	30,110
Nissan Motor India Pvt Ltd (GO +,Magnite)	4,005	2,781	31,967	35,882	2,653	2,020	25,166	24,299	665	2,284	5,876	7,596
PCA Motors Pvt. Ltd (C3)	-	291	-	5,726	-	913	-	5,686	-	-	-	-
Renault India Pvt Ltd (Kiger,Triber)	5,809	4,816	51,393	63,156	5,018	4,299	42,519	47,515	1,103	3,254	9,864	14,119
Tata Motors Ltd* (Nexon,Punch)	NA	NA	1,04,813	2,29,059	NA	NA	1,06,311	2,27,639	NA	NA	827	1,530
Toyota Kirloskar Motor Pvt Ltd (Urban Cruiser)	-	-	-	-	2,634	-	18,574	22,158	-	-	-	-
Total UVC	**48,497**	**54,261**	**6,07,012**	**8,29,096**	**45,571**	**48,384**	**5,23,333**	**7,39,986**	**8,340**	**8,713**	**84,678**	**85,213**
UV1 : Length 4000 to 4400 mm & Price <20 Lakhs												
Force Motors Ltd (Gurkha)	78	58	249	538	68	37	190	540	-	1	-	5
Hyundai Motor India Ltd (Creta)	12,234	2,806	1,11,592	1,20,393	7,609	10,205	88,085	1,10,888	4,649	2,753	24,489	19,520
Kia Motors India Pvt Ltd (Seltos)	8,812	14,875	93,203	1,18,169	4,012	5,995	69,456	75,096	2,568	6,483	22,068	38,259
Maruti Suzuki India Ltd (Ertiga,Grand Vitara,S-Cross)	13,324	12,826	1,07,269	1,11,190	13,361	18,444	1,00,535	1,30,901	1,203	1,002	6,409	6,695
MG Motor India Pvt Ltd (Astor)	2,126	1,005	3,968	14,851	1,125	1,687	2,143	12,472	-	-	-	-
Nissan Motor India Pvt Ltd (Kicks)	174	-	1,479	1,246	130	-	1,306	1,065	32	12	279	20
Renault India Pvt Ltd (Duster)	-	-	1,577	-	56	-	1,945	-	-	-	21	-
SkodaAuto India Pvt Ltd (Kushaq)	3,593	1,969	15,650	18,865	2,840	2,186	14,013	19,252	-	13	-	288
Toyota Kirloskar Motor Pvt Ltd (Model Manufactured	-	8,585	-	36,787	-	4,201	-	11,864	-	178	-	178
Volkswagen India Pvt Ltd (Taigun,T-Roc)	2,332	3,541	10,108	21,716	2,828	2,690	10,689	16,669	-	937	-	4,193
Total UV1	**42,673**	**45,665**	**3,45,095**	**4,43,755**	**32,029**	**45,445**	**2,88,362**	**3,78,747**	**8,452**	**11,379**	**53,266**	**69,158**
UV2 : Length between 4400 - 4700 mm & Price <20 Lakhs												
Hyundai Motor India Ltd (Alcazar)	2,099	3,663	20,009	29,599	1,002	1,478	17,708	21,081	609	1,738	1,741	8,020
Kia Motors India Pvt Ltd (Carens)	-	5,637	-	57,439	-	3,195	-	50,064	-	1,083	-	5,901
Mahindra & Mahindra Ltd (Marazzo,Scorpio,Xuv500,X	4,752	12,178	42,692	1,04,508	5,739	12,797	43,230	1,04,980	148	823	1,820	1,801
Maruti Suzuki India Ltd (XL6)	3,777	3,367	30,723	30,133	4,090	3,364	30,701	29,979	-	19	30	106
MG Motor India Pvt Ltd (Hector)	1,607	2,773	20,052	19,186	1,215	1,575	20,109	16,471	32	-	32	12
Tata Motors Ltd* (Harrier,Safari)	NA	NA	36,181	41,202	NA	NA	35,784	40,931	NA	NA	72	6
Total UV2	**12,235**	**27,618**	**1,49,657**	**2,82,067**	**12,046**	**22,409**	**1,47,532**	**2,63,506**	**789**	**3,663**	**3,695**	**15,846**
UV3 : Length >4700 mm & Price <20 Lakhs												
Force Motors Ltd (Trax)	-	-	-	(4)	-	-	-	-	-	-	-	-
Isuzu Motors India Pvt Ltd (Hi-Lander,V-Cross)	268	3	1,278	1,830	128	76	534	452	-	(51)	139	428
Toyota Kirloskar Motor Pvt Ltd (Innova Crysta)	2,905	-	39,429	40,934	3,989	36	39,550	41,901	-	-	-	-
Total UV3	**3,173**	**3**	**40,707**	**42,760**	**4,117**	**112**	**40,084**	**42,353**	**-**	**(51)**	**139**	**428**

#Only production volume of OEM Model is reported by Maruti Suzuki India Limited. NA= Not Available *Only Cumulative data is available

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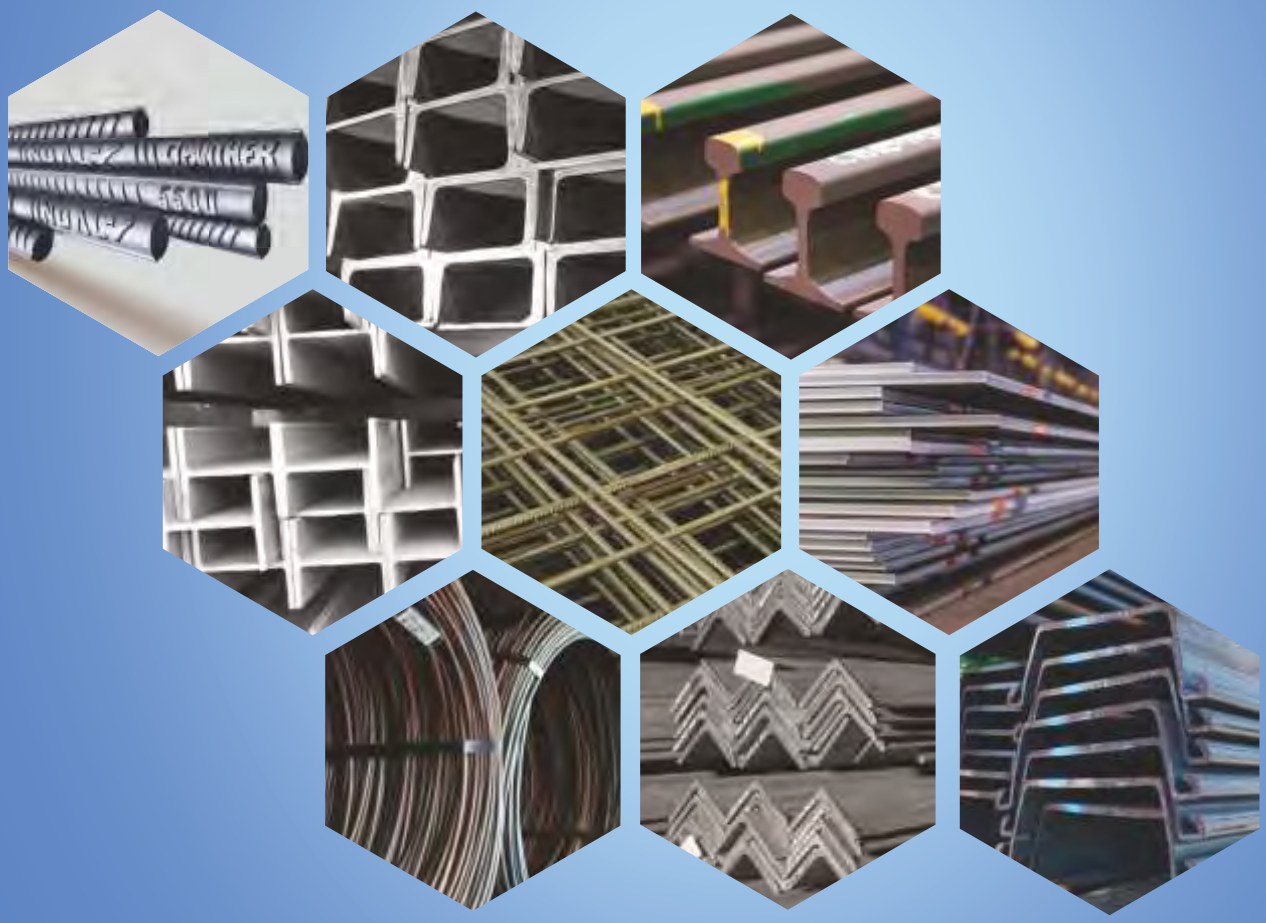

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