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"Government needs to provide protection from dumped imports"

Yatinder Suri

Executive Director,
ChemTech Foundation,
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Management Committee

■ India's Stainless Steel Industry Grows Amidst Challenges

■ Outokumpu Buying sustainable stainless steel : Five things you need to know

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Corporate office:
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EDITOR

D. A. Chandekar
B.E. (Met.) DBM, DJMC

Editorial Assistant

Swati Padave

PRODUCTION

Anita Chandekar

DESIGN & LAYOUT

Ace Graphics

MARKETING

Mrinal Nath

CIRCULATION


Prachee More

Administrative Office

1, Alpha, M. G. Road, Vile Parle (E),
Mumbai - 400 057, India
Tel. : 91-22-2619 2376,
2617 1575 / 2617 1866

Email :

Marketing : info@steelworld.com
Editorial : editorial@steelworld.com
Website : www.steelworld.com

 facebook.com/pages/Steelworld/
621590691216613

 steelworldblog.wordpress.com

 twitter.com/ChandekarSteel

 linkedin.com/company/13423799/

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UCJLJDOXYZTm12RuhR09wjuw

Editorial Desk



D. A. Chandekar
Editor

Dear Readers,

The great Indian growth story revolves around the infrastructure development and the steel is in the centre position of this process. One can not imagine infra development without steel. Thus if Indian growth story has to materialise fully, it will need a strong support from the steel industry and stainless steels are expected to play an important role in this developmental process.

Stainless steel has always been a sought after material due to its specific properties, corrosion resistance, durability and aesthetic looks. The inclusion of Nickel makes it quite costlier than other alloy steels especially given the fact that India does not produce Nickel and caters its 100 % requirement by imports. If one compares a bridge made of stainless steel with the one made with normal mild steel, the SS bridge will cost more but it will also last for many years. Same is the case with the building made using SS rebars. It will cost more but will last longer. Thus a lifecycle study shows that actually stainless steels are cheaper material but require slightly more initial cost, which will be recovered during the long life of the product.

Thus for a sustained development model, stainless steel becomes a natural choice. Of course now new stainless steel categories with less or no nickel are developed to offset the cost factor.

Today India is the 5th largest economy of the world and also the fastest growing economy among the big economies. In spite of this, the average income of an Indian, influenced by the high population, is still less than US\$2500 per annum which greatly arrests his buying power. As we know, with about 38 % share, SS has a major application in consumer durables segment followed by around 25 % share in process industry segment. The price sensitivity of an Indian consumer restricts the growth of SS sector to some extent. Still a 5.4 % CAGR for the last so many years is not a bad indicator by any standards. Also with the growing applications in architecture, building, construction (ABC) and also in automotive, railways, transport (ART), stainless steels are surely poised for a decent growth in coming years.

With the clouds of uncertainty roaming around over the Europe and the Middle East (due to Ukraine - Russia and Israel - Hamas war) India is one of the few growing economies of the world. Also, China's economy is seen de-growing and many companies are preferring to move their manufacturing base outside China. India can make the best use of this situation and consolidate its economy. Remember, steel will always be part of this consolidation !

Write your comments :
<https://steelworldblog.wordpress.com/>

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"Government needs to provide protection from dumped imports"

- **Yatinder Suri**

Executive Director, ChemTech Foundation ,
Co-Chairman, CII Corrosion
Management Committee



Yatinder Suri

An IIT Kharagpur alumnus and Professionally acclaimed for his passion to promote anything stainless – be it steel, people or ethical values in all walks of society and industrial practices. Mr Yatinder Suri has moved on to the next stage of his career to be a votary for sustainability.

His ethical grooming comes from his value based upbringing and close association with The TATA Group. He was the third generation from his family to join the TATA Group to learn the first lessons in professional management. He started his professional career with Tata Motors in 1975

His value based leadership principles helped him achieve success in enhancing productivity in auto production and later turning around special steel companies into global and profitable entities during the nineties.

His eagerness to accept new challenges made him travel to the world of eCommerce in steel in 2000. To him eCommerce meant ethical commerce and he led the pioneering initiative on these lines successfully.

In 2006, Yatinder Suri set up the wholly owned Indian subsidiary of Finnish Group Outokumpu Group and led as MD & Country Head till his superannuation on 30 September 2019. Under his leadership, Outokumpu emerged as the most preferred stainless steel brand by the Indian stainless steel end users for high end sustainable solutions.

He was on the board/committees/panels of various industry platforms. He was Chairman of Process Plant and

Machinery Association of India and member of National Committees of CII for Steel, Capital Goods and Railways.

He is currently Co-Chair of CII National Corrosion Management Committee steering the National Mission on War against Corrosion. He is also the Executive Director of ChemTECH Foundation.

He is a Distinguished Services Alumni awardee from IIT Kharagpur and has served as President of IITians for Holy Ganga, President of IIT Kharagpur Alumni Association North and Founder Secretary of IIT Kharagpur Foundation India.

He has been President of Rotary Clubs in Delhi/NCR twice and he is also a Paul Harris Fellow.

D A Chandekar, Editor & CEO, Steelworld had an exclusive interaction with Yatinder Suri, Executive Director, ChemTech Foundation , Co-Chairman, CII Corrosion Management Committee to understand the present situation in Indian Stainless

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UNIT-I: MANDI GOBINDGARH (PUNJAB)

UNIT-II: RAIPUR (CG)

Raman Mittal (Director) +91-9357755555

info@smtmachinesindia.org

Email: raipur@smtmachinesindia.org,
Amit Chauhan - +91-9109606091 (EOT Division)

Email: agm@smtmachinesindia.org
K.P Singh - +91-9357411003 (Rolling Division)

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Face to Face

Steel Sector, New technology trends in the sector, What needs to be done at the industry as well as the policy makers level.

How is the present situation in Indian Stainless Steel sector ? How do you see the future ?

Present situation in SS sector is extremely positive and optimistic. India has upgraded its production capabilities to global level and the sector is ready to compete with any global player in terms of product range and customer

Stainless Steel grades used for wares has ensured that the customer gets the cook wares manufactured with sheets of standard grades at affordable prices. It's a landmark development leading to all stainless steel downstream products made of standard grades only.

There are other positive developments too which will ensure higher demand growth for sustainable solutions from end use sectors including infrastructure.

As you may be aware that



satisfaction in both Flat products and Long Products. Furthermore, the largest player in the country Jindal Stainless Limited has raised the bar when it comes to fulfilling the UN Sustainability Development Goals or doing its bit to achieve net zero carbon status in line with national target.

Introduction of Stainless Steel Quality Standards for domestic supply and imports has weeded out use of non-standard products in India. The recently released Indian standards for

as a consequence of an agreement between India and USA in 2014 between our Hon,ble Prime Minister Sh Narendra Modi and the then President of USA Mr Barrack Obama to work together in corrosion management area, CII has been working diligently to create awareness amongst industry on corrosion losses in India which is as high as around 5% of GDP as compared to around 1% of GDP in Japan, 2.5% in USA and 3.6% is global average.

CII Corrosion Management Division has launched a

National Mission on War against Corrosion this year with support from Niti Aayog and Ministry of Steel and supported by Jindal Stainless Ltd. Most PSUs and Private sector corporates as well as manufacturers of Stainless Steel , Paints, Coatings ,Cathodic Protection and R&D entities have pledged support through active participation in this mission.

The Indian Stainless Steel Development Association has also been working in this direction for decades to make India Stainless.

The largest platform for Chemical Process and allied industries in India ChemTech Foundation has also been creating awareness through corrosion mitigation focussed conference every year by involving PSUs, Pvt corporates and MSMEs to rid the chemical industry from this menace.

All the above actions shall create big demand growth by promoting Stainless Steel as the preferred choice to mitigate corrosion.

What are the new technology trends in this sector ?

The stainless journey in India started with low nickel grades for cook wares and austenitic grades for industrial



applications. Over the past decade Jindal stainless steel has developed a broad range of stainless steel grades in austenitic, super austenitic,



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Outokumpu India Private Limited

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Email : sales.india@outokumpu.com

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sustainable stainless steel





High temperature performance grades, Ferritic as well as Duplex range in flat products which are offered to downstream end users in various forms and finishes.

The long products segment in stainless steel has been a global participant since late nineties. Exports from over a dozen stainless steel long products producers led to India emerging as one of the largest exporter of long products from India to all global markets.

Indian Railways has been a pioneer in embracing stainless steel to improve the life of assets and to improve the operational efficiency. Railway coaches and wagons are lighter and maintenance free, safe and aesthetically pleasant.

Five years back, Railways decided to use stainless steel structural products in their upcoming infrastructure in a 30km zone along the 7000 kms long coastline of India. Sea water salinity being very high together with high temperatures prevailing across India, the use of stainless steel had to be

made mandatory. This has opened up a huge new market for stainless steel industry in terms of forms and grades especially duplex grades. Reinforcing bar for RCC applications and structural for structures will ensure maintenance free life of bridges, stations, FOBs upto 100 years. A big step towards safety for citizens.

What needs to be done at the industry as well as the policy making level ?

Industry needs to ensure that all manufactured products conform to Indian and International standards so that downstream industry demand is met to ensure their participation in exports markets as well as help India become Atam Nirbhar (Self Reliant) with reduced imports going forward.

Government needs to provide strict protection from dumped imports from China and Far East especially. Anti dumping duties and countervailing duties be re-imposed. Also stainless steel being high alloyed product, it should be removed from FTA so that Indian producers are not hurt by FTA partner countries. Currently FTA countries are hurting the

domestic industry. USA, EU are protecting their industry why should India not do the same.

Government should make Life Cycle Cost as mandatory while specifying materials in government and private projects. Lowest price tenders should be a no no to ensure that we get the longest maintenance free life from our installed assets. Stainless Steel has proved its mettle as the cheapest material on account of sustainability and long maintenance free life.

Quoting Late Padam Shri Dr Baldev Raj IGCAR Kalpakkam nuclear plant and Founder of CII CMD; there has been no loss of production on account of corrosion failures because the process equipment were designed with the right grade specification. Such best practices be shared and followed by all whether PSU or Private or MSME or Infrastructure projects.

CII CMD is organising a national competition of Best Practices in corrosion mitigation in ten categories for PSUs, Corporates and MSMEs to reward and prepare a compendium of presentations which can be a reference document for industry. This will also spread the message to the policy makers and industry to seek sustainable solutions to rid the nation by containing corrosion losses to the Japanese level of corrosion losses as 1% of GDP.

Let us join the CII Mission of War against Corrosion supported by Jindal Stainless Limited to make India stainless. ■

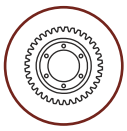
Concast (India) Makes A Debut At Fabex Saudi Arabia 2023



Concast (India) made a remarkable debut at Fabex Saudi Arabia 2023. The event was characterised by excellent customer engagement, a high visitor turnout, productive discussions, an enthusiastic response from the audience, and a warm Indian hospitality in Saudi Arabia.

The booth witnessed a constant flow of visitors, highlighting their trust in Concast (India)'s products and services. Concast's representatives actively engaged with attendees, fostering new connections and strengthening existing relationships. Meaningful discussions on the steel industry and its future took place, contributing to potential collaborations.

The booth offered 3D demonstrations and unique informative visuals. Concast (India)'s participation at Fabex Saudi Arabia 2023 reflects their dedication to establishing a strong global presence in the steel industry.



India's Stainless Steel Industry Grows Amidst Challenges

The steel industry in India has long been a cornerstone of the country's economic development. Its production and consumption serve as key indicators of industrialization and economic growth. However, the Indian steel industry faced significant challenges during the COVID-19 pandemic, leading to a period of struggle that lasted for two to three years. Despite these challenges, recent data shows remarkable signs of recovery, with notable increases in both production and consumption. In this article, we will explore the state of the Indian steel industry, with a particular focus on stainless steel, its properties, and its growing demand in various sectors. We will also delve into the government's initiatives to boost the stainless steel industry and discuss the promising outlook for its future.

The Indian Steel Industry's Resilience

The COVID-19 pandemic wreaked havoc on economies worldwide, disrupting supply chains and causing economic uncertainty. India was no exception, and its steel industry faced a daunting set of challenges. However, the industry demonstrated resilience and adaptability, gradually recovering over the past few years.

In recent data, we see an 18.1% increase in steel production and an 11.4% increase in consumption. The total production of finished steel in India reached a remarkable 113.6 million tonnes (MT), while consumption was recorded at 105.75 MT. These figures are a testament to the industry's ability to bounce back, reflecting its importance to the country's economic fabric.

Steelworld Team

Stainless steel market is estimated to grow at 7.44% CAGR for next 5 years

Segment	Share of business	Future growth FY22toFY24	Overall growth FY22-FY26 (CAGR)
ABC (Architecture, Building & Construction)	18%	5.80%	7.44%
ART (Auto, Railway, Transport)	12%	7.80%	
Process Industry	25%	6.76%	
Consumer goods	30%	9%	
Industrial Equipment/Engineering	10%	6.42%	
Others	2%	7.98%	

Stainless Steel's Role in India's Industrial Growth

Stainless steel is a remarkable alloy known for its resistance to corrosion and oxidation, even in highly aggressive environments. Composed of 11-16% chromium and 3.5-22% nickel, it forms a passive oxidation layer on its surface that prevents further oxidation, making it ideal for various applications. India has witnessed a growing demand for stainless steel in recent years, driven by its superior qualities and the country's increasing industrialization.

The construction,

automotive, and transportation sectors have been key drivers of this growing demand. Stainless steel's exceptional corrosion resistance has made it a preferred material for replacing traditional steel and other materials in various applications, particularly in the construction sector. As infrastructure projects multiply and modern architecture becomes increasingly popular, the construction sector's contribution to the stainless steel market has been substantial.

India's Rise as a Stainless Steel Powerhouse

India has emerged as the world's second-largest stainless steel producer, following closely behind China. The country's stainless steel production capacity has witnessed significant growth over the years, with production estimated to be around 3.87 MT. What's more, stainless steel boasts a remarkable compound annual growth rate (CAGR) of 5.4% from 1980 to 2018, making it the fastest-growing material among other metals.

The automotive sector has played a pivotal role in driving stainless steel consumption in India. The industry's increasing demand for lightweight and high-strength steel has fueled growth in stainless steel adoption. Manufacturers seek stainless steel's unique combination of strength and durability, helping them meet the demands of modern, fuel-efficient vehicles.

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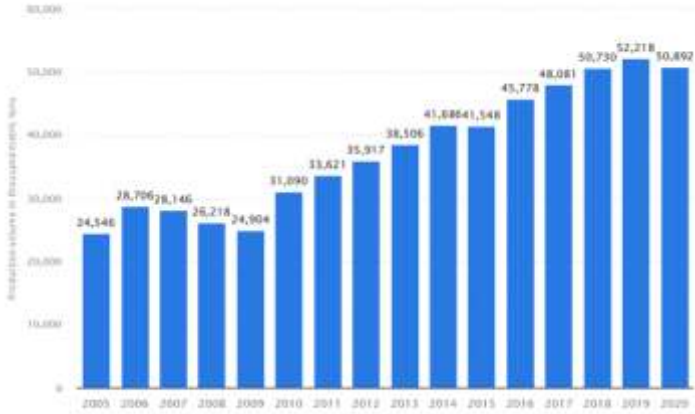
Raman Mittal (Director) +91-9357755555

info@smtmachinesindia.org

Email: raipur@smtmachinesindia.org,
Amit Chauhan - +91-9109606091 (EOT Division)

Email: agm@smtmachinesindia.org
K.P Singh - +91-9357411003 (Rolling Division)

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Government Initiatives and Policies

The Indian government has recognized the pivotal role of the steel industry, including stainless steel, in the country's economic growth. To foster this growth, the government introduced the National Steel Policy 2017. This ambitious policy aims to increase per capita steel consumption in India to 160 kg by 2030. To achieve this goal, the government has implemented various schemes and policies, focusing on improving the ease of doing business in the country and attracting foreign investments into the steel industry.

The introduction of the Goods and Services Tax (GST) has been particularly significant. This taxation reform streamlined the tax system in India, simplifying processes for businesses and enhancing their operational efficiency. Such measures have made India a more attractive destination for steel manufacturers and investors, further bolstering the industry's growth prospects.



The Bright Future of India's Stainless Steel Market

Looking ahead, the outlook for the stainless steel market in India is exceptionally promising. The continued growth in demand from various industries, combined with the government's proactive initiatives, paints a positive picture. The construction sector is expected to maintain its substantial contribution to the stainless steel market, with infrastructure projects on the rise and a growing appetite for modern architectural designs.

Additionally, the automotive sector is poised to play a pivotal role in driving the growth of the stainless steel market. The industry's increasing demand for lightweight, high-strength

steel to meet emission standards and fuel efficiency requirements positions stainless steel as a valuable material choice.



Consumption (Estimated) of Stainless Steel from Different Segments: FY2022-23

In conclusion, the Indian steel industry, particularly the stainless steel segment, has exhibited remarkable resilience and growth despite the challenges posed by the COVID-19 pandemic. With an 18.1% increase in production, an 11.4% rise in consumption, and ambitious government policies, India is on a trajectory to become a significant player in the global stainless steel market. The construction and automotive sectors, in particular, are set to fuel this growth, driven by the superior qualities of stainless steel and the country's increasing industrialization. As the government continues to support the industry's expansion, India's stainless steel market looks poised for a bright future, contributing substantially to the nation's economic development.



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Buying sustainable stainless steel: Five things you need to know



Price used to be the most important factor when choosing between different suppliers but times are changing. With world leaders signing up to climate targets, stainless steel products now need to come with a clean bill of health when it comes to sustainability.

It's a big change of mindset. Everyone knows that contracts can have hidden costs and it's the same when it comes to hidden sustainability costs. If you use these five principles, you can be confident that you are comparing stainless steel providers on equal terms.

1. Define the carbon footprint according to a recognised standard
2. Compare recycled content
3. Check the environmental impacts of manufacturers production
4. Ask for expert advice in choosing the right stainless steel grade
5. Check certifications and reporting

BUYERS GUIDE: FIVE THINGS YOU NEED TO KNOW

outokumpu.com

1. Define the carbon footprint according to a recognised standard

When you invite suppliers to tender, ask them to report their carbon footprint and other environmental data. This should take the form of Environmental Product Declarations (EPDs) developed based on the ISO 14040 standard which assesses the environmental aspects of a product in its entire life cycle.

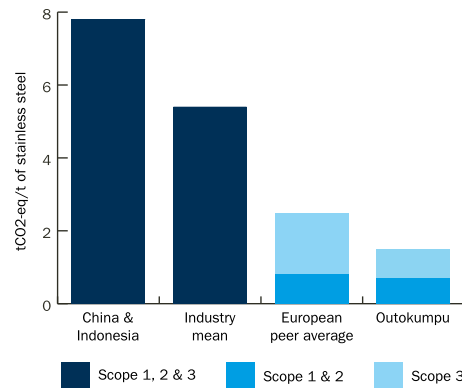
This standard breaks the carbon footprint into three scopes:

Scope 1 accounts for a suppliers direct carbon dioxide (CO₂) emissions. For a stainless steel supplier, this could be from burning fuels to heat furnaces.

Scope 2 covers indirect emissions from generating electricity that the supplier uses to power equipment such as electric arc furnaces and motors in rolling mills.

Scope 3 emissions are from the production of raw materials, including mining and processing of ores, or sourcing and sorting of scrap for recycling. For stainless steel, this is often the largest source of emissions.

The total emissions from all three scopes is the most important figure as scopes 1 to 3 can vary widely between suppliers, see Figure 1.



Outokumpu scope 1 & 2 also includes FeCr, unlike peers.

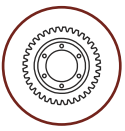
Figure 1. pt vt vt/

Read more about comparing carbon footprints of stainless steel:

[Read more](#)

BUYERS GUIDE: FIVE THINGS YOU NEED TO KNOW

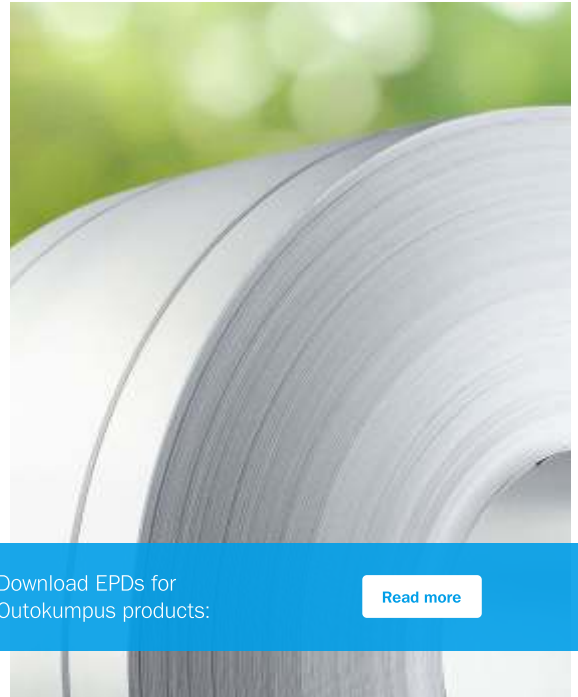
2



Industry Update

However, its also important to know that the data is reliable. Thats where the EPDs help as it is required to have the EPDs certified by third-party a stringent measure that Outokumpu has implemented.

Its also important to see what a company plans to do in the future. Leading companies, like Outokumpu, have set ambitious climate targets according to the requirements set by the Science Based Targets initiative. Targets are considered science-based if they are in line with what the latest climate science deems necessary to limit global warming to well below 2 °C above pre-industrial levels. The most ambitious companies pursue a 1.5 °C target, something that Outokumpu committed to in May 2021.



Download EPDs for Outokumpus products:

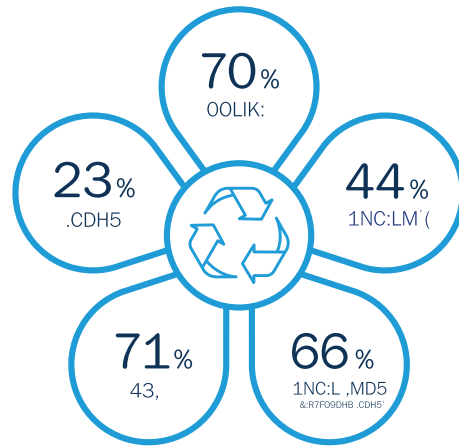
[Read more](#)

2. Compare recycled content

Another way to measure sustainability is by comparing the percentage of recycled content used in the manufacture of stainless steel.

Its worth knowing that the level of recycled content in steel is closely linked to its carbon footprint. Thats because it uses less energy to recycle stainless steel than it does to produce new material by mining and processing virgin raw ores. According to Germanys Fraunhofer Institute, every tonne of austenitic scrap used in the production of stainless steel saves 4.3 tonnes of CO₂ emissions.

However, [according to a recent report by Yale University](#), the global average of recycled content in stainless steel is only 44 percent. Outokumpus total input of recycled material rate is more than 90 percent, and in 2020 the input of recycled material reached a record high level of 92.5%.



*1 Others includes Russia, Ukraine, South Africa & Brazil.

Figure 2. Comparative recycled content of stainless steels by region according to a Yale University report.



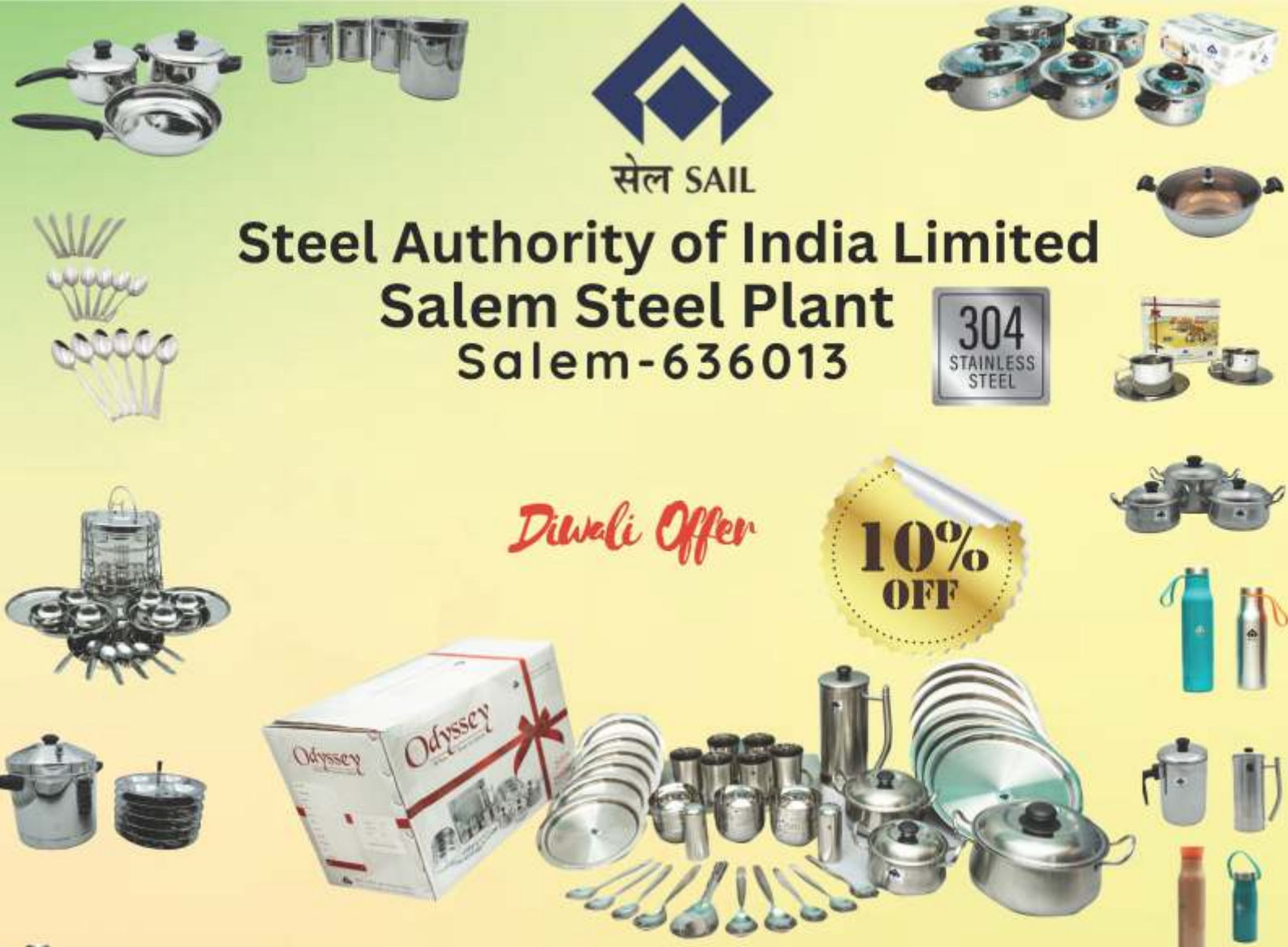
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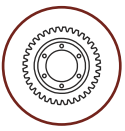


Figure 3. An avid hobby beekeeper along with other Outokumpu team members have created a wildflower meadow to support the protection of endangered insect species and foster biodiversity at Outokumpu plant premises in Dillenburg, Germany.

3. Check the environmental impacts of their production

You can also compare steel producers by asking about the impact they have on the local environment around their own mills. Steel production generates dust and scale, consumes energy and uses water. All three can impact the quality of air, water and land habitats and the quality of life for local communities.

To protect the environment, stainless steel producers must take many small actions that influence different parts of their processes and measure the outcomes.

For example, dust should be collected before it can escape to air. Dust itself contains valuable raw materials, so passing it through a special recovery plant helps to recycle and reuse raw materials as much as possible.

Outokumpu has implemented various ways to minimize the impact on the environment. In production, water is carefully metered and re-used to minimize water taken from the environment.

Outokumpu is also active in minimizing the impact on the land, and the wildlife that lives on it with many sites devoting land areas to preserve biodiversity. For example, at the Dillenburg site an enthusiastic beekeeper has created a wildflower meadow to foster biodiversity (see Figure 3).

BUYERS GUIDE: FIVE THINGS YOU NEED TO KNOW

5



Figure 4. Lead Technical Manager Andrew Backhouse from Outokumpu giving a presentation at the Stainless Steel World Exhibition and Conference 2019.

4. Ask for expert advice

While production is an important aspect of sustainable stainless steel, it's only a small part of the picture.

Engineers used to choose products and systems based on purchase cost. But today, many now base their decisions on Life Cycle Costing, which covers the monetary cost of purchase, operation, maintenance and end-of-life disposal.

Choosing the right grade can extend the useful life of an installation by years or even decades. For example, Tokyo Water Board adopted stainless steel pipes for its water distribution network. These are designed to last 100 years, in comparison with a 20-year lifespan of other modern materials. The reduced risk of system failure is not only limiting leakage, but it also drastically reduces the need for disruptive street works.

With this in mind, the next step is to purchase material based on Life Cycle Assessment, which considers the environmental cost of the asset itself, as well as the environmental cost to the wider society during the lifetime of that installation.

Choice of grade can make a big difference to lifetime of a product or system. That's particularly true in applications with corrosive atmospheres. Outokumpu experts have helped engineers around the world to choose the right grade in marine, sour gas and many more corrosive environments.

So, if you need a solution for an exceptionally corrosive environment, Outokumpu experts can evaluate it and suggest a solution.

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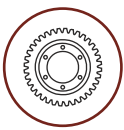


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Industry Update

5. Desk research to check certifications and reporting

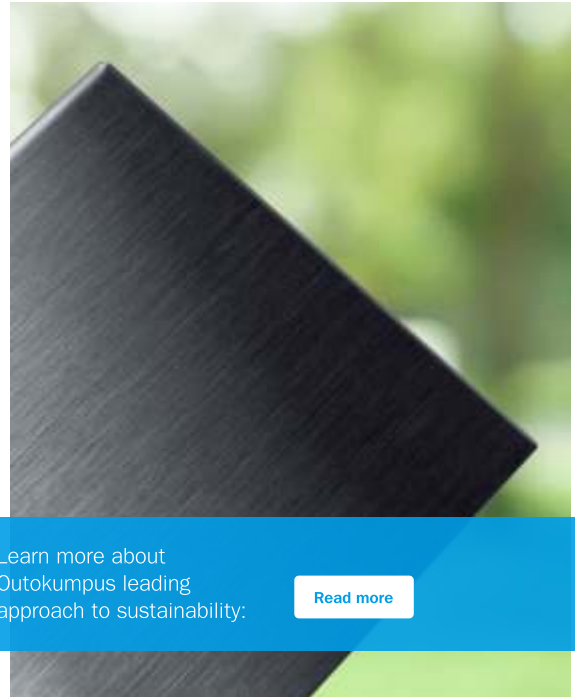
The final area where you can compare suppliers is to check whether they are listed in [industry indexes and ratings](#) among the top-performing companies.

It is a simple way for you to find out if they follow through on their sustainability commitments. That is because international bodies and industry organizations set high standards for suppliers to meet.

You can also be certain that your stainless steel supplier takes sustainability seriously if they publish an annual sustainability report with verified data and in accordance with globally recognized reporting frameworks.

For example, Outokumpu's latest recognitions include selection in the S&P Sustainability Yearbook, above industry average score in CDP climate rating and top 1% performance in EcoVadis supplier sustainability assessment.

Outokumpu also publishes annually a [Sustainability Review](#) in accordance with the leading Global Reporting Initiative (GRI) framework. All GRI data in the report has been assured by a third-party auditor.



Learn more about Outokumpu's leading approach to sustainability:

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Email : sales.india@outokumpu.com

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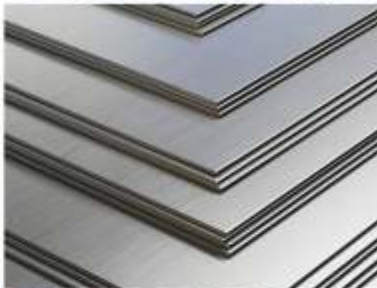


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In SS manufacturing process, oxides are formed on the surface of stainless steel, particularly at the time of hot processing and annealing. As a consequence of this, there is inadequate corrosion resistance. This is usually tackled with chemicals treatment process known as pickling and passivation. Most often, mixtures of nitric acid and hydrofluoric acid are used to remove the thin layer of metal/oxide scale from the surface of stainless steel.



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It was observed that the trials performed with DFPC's PICKBRITE™ solution was a proven success in pickling efficacy, chemical consumption, quality of finished metal, pickling throughputs, effluent generation and more.



Apart from the above-mentioned benefits, DFPC's PICKBRITE™ solution reduced the bath preparation time and increased the bath throughput. Sludge removal from the pickling bath tank was much faster, while sludge handling was reduced. Furthermore, freshwater consumption for bath preparation and lime solution preparation also reduced by 33%.

Lastly, this solution helped with a 5-10% increase in monthly pickling capacity and also offered better safety by reducing the consumption and handling of

While there is no dearth of pickling solutions available today, PICKBRITE™ from Deepak Fertilisers And Petrochemicals Corporation Limited (DFPCL) stands out as an effective, uniquely formulated pickling solution designed to reduce chemical consumption in the pickling process. This, in turn, reduces the effluent generation and load on the effluent treatment plant [ETP].

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Observed benefits

Increase in throughput from bath	>20 %
Reduction in HF acid consumption	>50 %
Reduction in HNO3 consumption	>20 %
Reduction in Lime consumption	>35 %
Reduction in effluent generation	>20 %
Reduction in sludge generation	>35 %

highly hazardous hydrofluoric acid and nitric acid. Additionally with optimised pickling by PICKBRITE™, it has potential to retain higher weight of the finished products as well. **PICKBRITE™ is a win-win solution for environment & operating budget for SS manufacturers.**



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New technology for converting CO₂ to CO holds potential for carbon capture and energy saving in the steel sector

A new energy-efficient carbon dioxide capture technology that converts carbon dioxide to carbon monoxide under electro catalytic conditions under ambient temperatures in the presence of water has been developed with potential for application in the steel sector.

In efforts to support India's goal for net-zero emissions by 2070, the DST-supported National Centre of Excellence in Carbon Capture and Utilisation (NCoE-CCU) at IIT Bombay is actively working towards developing novel, scalable and affordable pathways on capturing



CO₂ from various emission sources, and converting it into usable chemicals or permanent storage, representing a crucial pathway for greenhouse gas mitigation.

In a significant development, a team of investigators led by Dr. Arnab Dutta and Dr. Vikram Vishal, along with dedicated research scholars at the national centre has been granted a patent for CO₂ to carbon monoxide (CO) conversion technology. The innovation is also accepted for publication in the international journal, *Nature Communications*.

Carbon monoxide (CO) is a widely used chemical in the industry especially in the form of syn gas. In the steel industry, CO is an essential ingredient for converting iron ores to metallic iron in blast furnaces. Currently, CO is generated by partial oxidation of coke/coal, which leads to a significant production of CO₂ as an end product of this process. If this emitted CO₂ can be captured and converted into CO, it can lead to a circular economy in this process while reducing the carbon footprint and associated costs. The process for CO₂ to CO conversion that is widely in use currently occurs at elevated temperatures (400-750 °C), and the presence of the equivalent amount of H₂ is necessary for driving this reaction forward making it an energy-intensive process.

The newly developed process by IIT Bombay's NCoE-CCU requires only minimal energy as it can proceed under ambient temperatures (25-40 °C) in the presence of water. The energy required for this electrocatalysis reaction can be harnessed directly from a renewable energy source (in the form of a solar panel or windmill), which ensures a carbon-neutral operating scenario for a facile CO₂ to CO conversion.

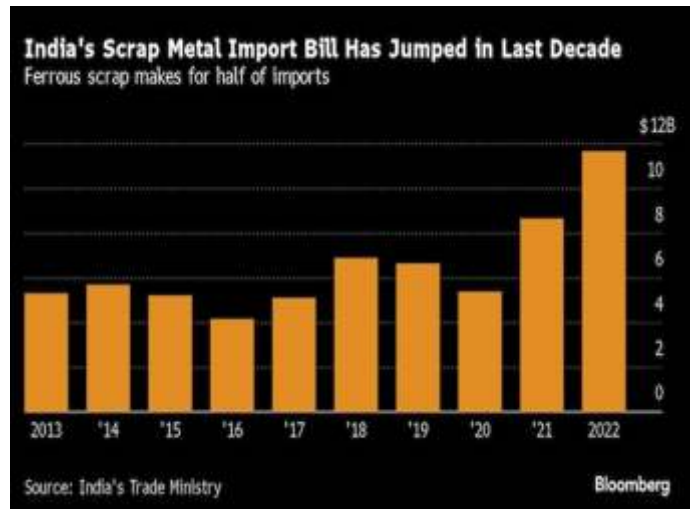
This technology holds promise for various industrial applications and is being actively pursued for scaling up through the recently incubated start-up *UrjanovaC Private Limited* for potential application in the steel sector. In addition, another aqueous-based CO₂ capture and conversion to calcium carbonate technology emerging from the activities of the DST-supported NCoE-CCU is also licensed to *UrjanovaC Private Limited* incubated through SINE at IIT Bombay.

Steel expansion plans threatened by scrap metal export restrictions

Potential restrictions on scrap metal shipments from the European Union as it seeks to reduce industrial emissions may make it harder for India to grow its steel sector.

Countries are recycling more scrap domestically to reduce the use of pollutive feedstocks like iron ore in the steel-making process. For India, which is scrap deficient due to a relatively small consumer base, imports are key to its target of doubling steel production capacity to 300 million tons by the end of the decade.

Producers are following policy developments such as the EU's update of its waste shipment rules, which came after China tightened scrap metal exports. The bloc's proposal recommends that waste is only sent to countries outside the Organization for Economic Cooperation and Development group if they can meet strict environmental criteria.



“Every country is going to protect their scrap due to a circular economy being implemented at home,” Sanjay Mehta, president of the Material Recycling Association of India, said in an interview in Mumbai. “It's going to be a very tough situation for us” as the EU's new regulations will likely tighten supplies to India, he said.

India is the biggest destination for European scrap after Turkey, and it buys the rest from the US, Central and South America, Asia and the Middle East, according to the industry group. The country's consumption of ferrous scrap metal will jump 50% to 60 million tons by the end of the decade, and imports will double to about 20 million tons, it estimates.

The South Asian nation imported about \$12 billion worth of metal scrap in 2022, more than double the amount from just five years earlier, according to trade ministry data. Almost half of the inflows were steel scrap, used as feedstock in electric arc and induction furnaces.



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Responsible Mining



News Update

The US, Europe and the Middle East want to make sure that these efficient raw materials do not flow out easily, said Dhawal Shah, a partner at trading house Metco Ventures LLP. "India will have to work more aggressively to secure adequate supplies," he added.

Indian producers like Tata Steel Ltd., JSW Steel Ltd. and ArcelorMittal Nippon Steel Ltd. are poised to use more scrap to keep trading with the EU after the roll out of its cross-border carbon tax, Mehta said. Tata Steel set up its first steel recycling plant in northern India in 2021.

India's recycling infrastructure is currently limited due to the low number of old vehicles being disposed of, and will continue to rely on imports to meet its growing demand, Mehta said.

In 2021, the Indian government launched a scrapping policy to encourage recycling and remove old and polluting vehicles from the roads, but the uptake remains low.

"India has started with recycling of end-of-life vehicles today, and tomorrow, it could be white goods, air conditioners, refrigerators", Shah said. "As the society matures, and domestic scrap generation grows, I think the import dependency ratio will come down automatically."

Technological innovation is fundamental driver of economic growth : Atul Bhatt



'Research institutions and steel companies in India are collaborating to develop innovative technologies and processes for green steel production'

Technological innovation is a fundamental driver of economic growth and human progress particularly finding new and better ways of doing things and introducing new ideas and new

types of products and services into the marketplace will accelerate the country's growth path, said RINL-Visakhapatnam Steel Plant Chairman & Managing Director Atul Bhatt at GITAM Deemed to be University here on Friday.

He participated as a chief guest to inaugurate 6th Indian National Academy of Engineering (INAE) and the Science and Engineering Research Board (SERB)-GITAM Youth Conclave-2023 organised by GITAM Technology Enabling Centre.

Speaking on the occasion, he said that research institutions and steel companies in India are collaborating to develop innovative technologies and processes for green steel production. He said that the steel industry is expecting innovative approaches, particularly research and development of green

technologies, energy efficiency, and sustainable practices in the steel sector. He informed about the Kalpatru, Centre of Entrepreneurship (COE) Industry 4.0 in Visakhapatnam Steel Plant, and hoped that the centre will be the hub for providing digital solutions to the Indian steel industry.

He advised the young engineers to focus on new industrial technologies using AI, ML and industrial robots to improve safety when it comes to dealing with common environmental risks at work.

INAE president Indranil Manna said that INAE is motivating the Indian youth for pursuing engineering as profession and contribute in national building. He briefed about the contributions made by INAE by associating with the Department of Science and Technology and others organisations.

Around 500 engineering students across the country participated in the youth conclave.

ArcelorMittal obtains €140mn freezing order against Gupta's Liberty House



ArcelorMittal obtains €140mn freezing order against Gupta's Liberty House Injunction stems from ArcelorMittal's 2019 sale of European steel plants to Liberty The world's second-largest

steelmaker has been pursuing two of Gupta's companies for payment of €140mn in deferred compensation © Bloomberg ArcelorMittal obtains €140mn freezing order against Gupta's Liberty House on x (opens in a new window) ArcelorMittal obtains €140mn freezing order against Gupta's Liberty House on facebook (opens in a new window) ArcelorMittal obtains €140mn freezing order against Gupta's Liberty House on linkedin (opens in a new window) Save current progress 100% Robert Smith and Cynthia O'Murchu in London NOVEMBER 1 2023 3 Print this page Unlock the Editor's Digest for free Roula Khalaf, Editor of the FT, selects her favourite stories in this weekly newsletter. ArcelorMittal has obtained a €140mn freezing injunction in Singapore against Sanjeev Gupta's Liberty House Group, as part of efforts to enforce an arbitration award against the British steel magnate's companies. The world's second-largest steelmaker has been pursuing two of Gupta's companies for payment of €140mn in deferred compensation, stemming from ArcelorMittal's 2019 sale of steel plants in Romania, Czechia and several other European countries to Gupta's Liberty Steel group. In January, a London arbitration tribunal issued a €140mn award against Singapore-based Liberty House Group and UK-based Liberty Steel East Europe in ArcelorMittal's favour, according to court documents filed in the US last week. The following month the English High Court recognised the award. In

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News Update

September, the Singapore High Court issued a freezing injunction "prohibiting Liberty from removing from Singapore any assets located in Singapore" up to €140mn, according to the court documents.

"ArcelorMittal reasonably contemplates filing a worldwide freezing order in the English courts to prohibit the transfer of any of Liberty's assets anywhere in the world up to €140 million," lawyers for ArcelorMittal wrote in the US court filing. The freezing injunction adds to the challenges facing Gupta, who has been battling to hold together his GFG Alliance group of companies since the collapse of their main lender, Greensill Capital in 2021. GFG companies have this year faced insolvency claims from creditors in both UK and Romanian courts. "This is not a new development but a long-running dispute relating to a contested deferred consideration from 2019 which GFG is challenging through legal means," GFG said. "We have applied to overturn the order, and the Singaporean companies referred to as having their assets frozen are non-trading holding companies, so have no operations. This has absolutely no impact on any of our businesses, suppliers, or customers." ArcelorMittal declined to comment. ArcelorMittal's lawyers claim that because Sanjeev Gupta's companies have not paid any part of the award and have ignored its demands for payment, it has been "been forced to undertake a multi-jurisdictional enforcement process". The lawyers described GFG as "an opaque, complicated, and ever-shifting web of companies that moves assets in and out of Alliance companies as and when it suits Mr Sanjeev Gupta". GFG is the subject of an ongoing probe by the UK's Serious Fraud Office focusing on the financing arrangements between its businesses and Greensill. GFG has consistently denied any wrongdoing. The US court documents relate to a request from ArcelorMittal to issue subpoenas requesting documents from US-based companies that it claims have done business with Liberty.

Tata Steel: Unions condemn plans for UK's biggest steelworks

TATA STEEL

WeAlsoMakeTomorrow

Tata's announcement about the future of its Port Talbot plant was anticipated on Wednesday, but it is

now not clear when its statement will be made.

Unions have responded ferociously to the proposals after they were briefed by Tata officials.

Tata said it was not in a position to make a statement about its plans.

Previously the GMB said the company would have "fired the starting gun on the death of UK steel".

GMB, along with Community and Unite, promised to



oppose the plans with every means at their disposal.

The Labour MP for the area, Stephen Kinnock, said it would be "utter madness" to close the heavy end of the steelworks.

He told BBC Wales that a proper transition plan was needed: "You need a bridge from where we are now to where we want to be.

"Instead of building a bridge with this proposal we were told was coming today, and I'm very glad that it hasn't, they weren't talking about building a bridge, they were talking about putting a load of dynamite under the bridge and blowing it up."

Unite said it was planning a day of action in Port Talbot on Thursday to raise support for its plan to save the steel industry.

The union said more than 50 businesses and community groups would support Thursday's "highly visible and vocal" event, which aims to put pressure on politicians to support measures to back existing steel jobs.

The UK government previously announced £500m to keep open the Port Talbot site, which employs 4,000 people.

Tata Steel employs 8,000 people across the UK.

- Tata workers must have voice on plans, say unions
- Steel giant would have left UK without aid - minister

However, the money will see new electric arc furnaces replace existing blast furnaces, reducing the number of workers needed.

The company, which asked the government to provide further funds, is also investing £700m in the site.

Port Talbot's steelworks is one of the biggest polluters in the UK, with its two existing blast furnaces working around the clock.

The new £1.25bn greener arc furnaces are expected to be operational within three years of getting regulatory and planning approval.

The UK government said the deal "has the potential to safeguard" more than 5,000 jobs across the UK. ■

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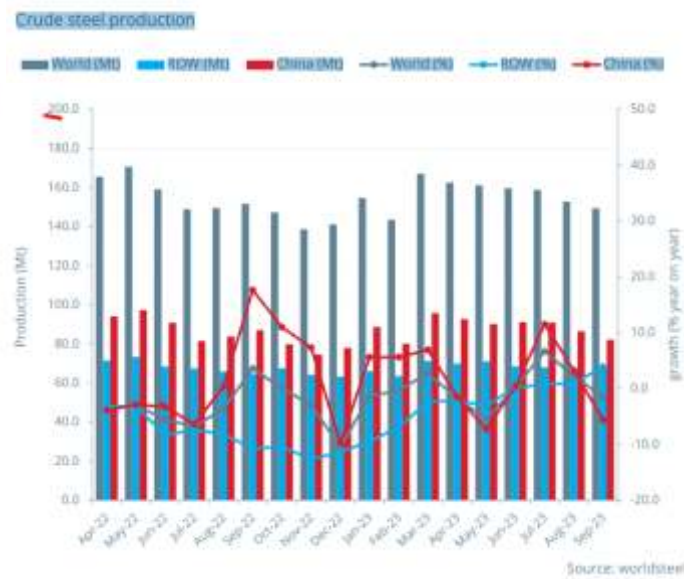
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Global steel production

The past few months have seen global steel output enter a declining trend. In September, World Steel Association's data show global crude steel production recorded was 149.3 million tonnes (Mt) in September 2023, a 1.5% decrease compared to September 2022. Output is down 6 percent compared to June's level. The main reason is that China, which contributed to 55 percent of output in September, has seen output decline by 5.6 percent YoY. The country's stimulus measures till now have been. World crude steel production for the 63 countries reporting to the World Steel Association (worldsteel)



Crude steel production by region Africa produced 1.3 Mt in September 2023, down 4.1% on September 2022. Asia and Oceania produced 110.7 Mt, down 2.1%. The EU (27) produced 10.6 Mt, down 1.1%. Europe, Other produced 3.5 Mt, up 2.7%. The Middle East produced 3.6 Mt, down 8.2%. North America produced 9.0 Mt, down 0.3%. Russia & other CIS + Ukraine produced 7.3 Mt, up 10.7%. South America produced 3.4 Mt, down 3.7%.

	million tonnes		million tonnes	
	September 2023	% change Sep-23/22	Jan - Sep 2023	% change Jan - Sep 23/22
Africa	1.3	-4.1	11.9	6.6
Asia and Oceania	110.7	-2.1	1,055.7	1.6
EU (27)	10.6	-1.1	96.2	-9.1
Europe, Other	3.5	2.7	30.7	-9.3
Middle East	3.6	-8.2	32.6	-0.6
North America	9.0	-0.3	82.2	-3.3
Russia & other CIS + Ukraine	7.3	10.7	66.3	2.0
South America	3.4	-3.7	30.9	-6.2
Total 63 countries	149.3	-1.5	1,406.4	0.1

The 63 countries included in this table accounted for approximately 97% of total world crude steel production in 2022. Regions and countries covered by the table: Africa: Egypt, Libya, South Africa, Tunisia Asia and Oceania: Australia, China, India, Japan, Mongolia, New Zealand, Pakistan, South Korea, Taiwan (China), Viet Nam European Union (27): Austria, Belgium, Bulgaria, Croatia, Czechia, Finland, France, Germany, Greece, Hungary, Italy,

Luxembourg, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden Europe, Other: Macedonia, Norway, Serbia, Türkiye, United Kingdom Middle East: Iran, Qatar, Saudi Arabia, United Arab Emirates North America: Canada, Cuba, El Salvador, Guatemala, Mexico, United States Russia & other CIS + Ukraine: Belarus, Kazakhstan, Russia, Ukraine South America: Argentina, Brazil, Chile, Colombia, Ecuador, Paraguay, Peru, Uruguay, Venezuela.

Top 10 steel-producing countries

China produced 82.1 Mt in September 2023, down 5.6% on September 2022. India produced 11.6 Mt, up 18.2%. Japan produced 7.0 Mt, down 1.7%. The United States produced 6.7 Mt, up 2.6%. Russia is estimated to have produced 6.2 Mt, up 9.8%. South Korea produced 5.5 Mt, up 18.2%. Germany produced 2.9 Mt, up 2.1%. Türkiye produced 2.9 Mt, up 8.4%. Brazil is estimated to have produced 2.6 Mt, down 5.6%. Iran produced 2.4 Mt, down 12.7%.

Worldsteel Short Range Outlook October 2023

The World Steel Association (worldsteel) recently released an update of the Short Range Outlook (SRO) for 2023 and 2024. worldsteel forecasts that steel demand will grow by 1.8% in 2023 and reach 1,814.5 Mt after contracting by 3.3% in 2022. In 2024, steel demand will see a further increase of 1.9% to 1,849.1 Mt.

Commenting on the outlook, Mr. Máximo Vedoya, Chairman of the worldsteel Economics Committee, said, "steel demand has been feeling the impact of the high inflation and interest rate environment. Since the second half of 2022, the activities of steel using sectors have been cooling sharply both for most sectors and regions as both investment and consumption weakened. The situation continued into 2023, particularly affecting the EU and the US. Considering the delayed effect of the tightening monetary policy, we expect steel demand recovery in 2024 to be slow in the advanced economies. Emerging economies are expected to grow faster than developed economies, but the performance of emerging economies continues to diverge, with emerging Asia maintaining resilience.

We expect the situation in China's property market will stabilise in the latter part of the year and China's steel demand will record slight positive growth thanks to government measures. The 2024 outlook for China remains uncertain depending on the policy directions to tackle the current economic difficulties. We note that the Chinese economy is in a structural transition phase that may add volatility and uncertainty. Other uncertainty is

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linked to regional conflicts and unrest such as in Russia and Ukraine, Israel and Palestine, and elsewhere. This could contribute to rising oil prices and further geo-economic fragmentation, both of which are downside risks.

It is worth noting that despite the weakening of construction activities due to high-interest rates, infrastructure investment is showing positive momentum in many regions, even in the advanced economies, reflecting the effect of decarbonisation efforts.”

General

The global economic outlook continued to worsen under the influence of monetary tightening that hurt consumption and investment alike. However, inflation started to moderate in 2023 thanks to the slowing economy, which may allow the ending of the monetary tightening cycles in 2024. However, the war against inflation is not over and continues to be threatened by multiple factors: persistent core inflation and a tight job market and rising oil prices.

The construction sector has been negatively affected by the high interest rates and high-cost environment, especially the residential sector. However, infrastructure investment remained positive and is cushioning the impact to some extent. Despite the easing of supply chain bottlenecks, the manufacturing sector continues to slow under weakening demand. The consumer durables sector has been particularly affected. However, the recovery in auto production will continue in 2023, helped by the order backlogs and easing of supply chain bottlenecks, allowing high growth in many regions. However, the sector is expected to decelerate in 2024.

China

The depression in the property market that continued into 2023 is weighing on the economy, leading to an unexpected slowing of the Chinese economy. Falling housing sales have led to financial troubles for major real estate developers, generating concerns about the health of the Chinese economy. However, the situation is expected to stabilise in the latter part of 2023 as the Chinese government has taken some measures to stabilise the economy since July.

Almost all steel using sectors have shown signs of weakening since the second quarter. Key real estate indicators like land sales, housing sales and new construction starts continued to fall in 2023. The decline in new starts in 2021-2022 has suppressed construction activities and will continue to suppress steel demand in 2024.

On the other hand, the growth momentum of

infrastructure investment continued in 2023 thanks to the government's efforts to boost construction. The government may kick off some additional infrastructure projects. As a result, infrastructure investment in both 2023 and 2024 is expected to remain moderately positive.

Manufacturing growth momentum also weakened, but maintained moderate growth in 2023, with positive growth in auto production and strong growth in home appliances. The growth momentum in manufacturing may weaken further due to deteriorating external markets. It is expected that steel demand in 2023 will record 2.0% growth supported by infrastructure investments and stabilisation in the property sector. The outlook for 2024 is uncertain. The real estate market and exports will continue to exert negative pressure on steel demand and steel demand might contract in the absence of additional government support measures. However, under the assumption that the government will introduce additional measures to support the economy, steel demand in 2024 may sustain the level of 2023. There is a downside risk for both 2023 and 2024 if the stimulus effect is weaker than expected.

Developed economies

Steel demand in developed economies is expected to contract by 1.8% in 2023 after falling by 6.4% in 2022, with Europe suffering particularly heavily from monetary tightening and high energy costs. In 2024, a technical rebound will enable growth of 2.8% in steel demand.

European Union (27) and United Kingdom

While the EU economy turned out to be more resilient than expected to the energy crisis brought about by the Russia-Ukraine war, high interest rates and energy costs are putting a heavy toll on manufacturing activities. The recovery of the auto sector continues, though. Despite the continued recovery, auto production is not expected to reach the pre-pandemic level in 2024. Residential construction is also affected by high interest rates, materials costs, and labour shortages, while the momentum in infrastructure investment remains stable. Germany is in a particularly difficult situation, with both a manufacturing recession and a housing crisis. With monetary policy expected to remain tight, a rebound in real demand is not foreseen for 2024, but as destocking cycles end, a technical rebound will enable positive growth in steel demand in 2024.

After a fall of 7.8% in 2022, steel demand is expected to fall by 5.1% in 2023. Growth of 5.8% is expected in 2024.

United States

Despite the resilience of the US economy to steep interest hikes, steel using sectors are feeling the impact. Particularly affected is residential construction, which is



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expected to contract in 2023 and 2024. However, the commercial building sector is showing robust recovery thanks to reshoring activities. Growth in the infrastructure sector is also being supported by the 2022 Infrastructure Law and Inflation Reduction Act (IRA). Manufacturing has been also slowing, but the automotive sector is expected to continue its post-pandemic recovery. The lagged effect of tight monetary policy points to downside risk for 2024.

After a fall of 2.6% in 2022, steel demand is expected to decline by 1.1% in 2023 and then grow by 1.6% in 2024.

Japan

Labour shortages and rising costs are leading to sluggish growth in construction activities, but manufacturing steel demand is expected to show moderate growth in both 2023 and 2024, helped by the recovery of automotive production (the weak yen or external markets exert a limited influence on steel using sectors as Japan is basically a supply-side constrained economy).

After a fall of 4.2% in 2022, demand is expected to decrease by 2.0% in 2023 and then grow by 0.6% in 2024.

South Korea

Recovery from the flood damages in 2022 and small but positive growth in construction after years of contraction will allow a recovery in steel demand in 2023, but it will be only moderate due to overall weakness in manufacturing, except for automotive.

Following a contraction of 8.5% in 2022, Korea's steel demand is expected to show growth of 3.3% in 2023 and 1.1% in 2024.

Emerging and developing economies excluding China
Steel demand dynamics in emerging and developing economies continue to diverge, with developing Asia excluding China remaining resilient to global headwinds. After falling by 0.6% in 2022, steel demand in emerging and developing economies excluding China will show growth of 4.1% in 2023 and 4.8% in 2024.

India

The Indian economy remains stable against the pressure of the high interest rate environment, and India's steel demand is expected to continue its high growth momentum. Growth in India's construction sector is driven by government spending on infrastructure and recovery in private investment. Infrastructure investment will also support the capital goods sector growth. Healthy growth momentum will continue in automotive. The consumer durables sector is the only sector that is underperforming due to higher inflation/interest rates that constrain discretionary spending. However, it will improve in 2024 with festive season spending and progress in the Production Linked Investment (PLI)

Schemes.

After growth of 9.3% in 2022, steel demand is expected to show healthy growth of 8.6% in 2023 and 7.7% in 2024.

ASEAN

The ASEAN steel demand will be driven by domestic demand and infrastructure investment despite inflation and deteriorating external conditions. However, the region's export has slowed considerably, and it is denting its manufacturing performances. Vietnam is particularly affected by the deteriorating global trade environment. The political situation is causing delays in infrastructure investment in some countries.

After falling by 0.2% in 2022, ASEAN steel demand is expected to increase by 3.8% in 2023 and then by 5.2% in 2024.

Other Europe

Turkish steel demand is expected to record very high growth of 19.0% in 2023 and to continue to grow in 2024. Steel demand will benefit from the earthquake-related construction activities and the abandonment of its unconventional monetary policy that drove foreign investment out of the country.

After falling by 2.5% in 2022, steel demand in Other Europe is expected to increase by 14.9% in 2023 and by 5.1% in 2024.

Middle East and North Africa

The MENA region is expected to see steel demand contracting this year as steel demand in both the GCC and North Africa contracts.

After a strong recovery in 2022, the GCC will see its steel demand decline in 2023 due to sluggish construction activities in Saudi Arabia and Qatar. However, in 2024, steel demand will show a healthy rebound with an increasing momentum of mega projects and pent-up demand for housing. The UAE is expected to perform better among the GCC countries thanks to its booming real estate sector and investment in non-oil sectors.

Egypt's steel demand continues to suffer from the impact of the Russia-Ukraine war. High interest rates, severe currency depreciation, limited access to foreign currency, and higher production costs are leading to the suspension of mega projects. The situation is expected to improve slightly in 2024 as inflation is expected to peak in the second half of 2023.

Following growth of 9.4% in 2022, total steel demand in the MENA region is forecast to decrease by 3.5% in 2023 and increase by 3.5% in 2024.

Russia and other CIS + Ukraine

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stimulus measures, the Russian economy is expected to record a small positive growth in 2023, helped by oil revenues and adjustments of the economy to the sanctions. Steel demand is also expected to recover moderately in 2023. But in 2024, Russia will see a deteriorating economic environment with currency depreciation, labour shortages, and supply chain disruptions. Industrial production will deteriorate due to reduced access to modern technologies and continuous restrictions on the import of spare parts.

Despite the continuation of the war, the steel use situation in Ukraine is for stabilisation and improvement. Since March 2023, steel using sectors have shown an upward trend amid a low base of comparison. Construction activities are helped by relocation of businesses, construction of housing for internally displaced persons, restoration of damaged infrastructure, and development of new logistics routes.

Forecasts for 2023-2024 have been revised upwards for both Russia and Ukraine compared to the April 2023 outlook, but significant revisions are possible depending on the course of the war.

Latin America

Latin America was ahead of other countries in raising interest rates to tackle inflation and some countries have already started to loosen monetary policy. However, this

is causing the economy to slow down, and the steel demand outlook has worsened compared to the April outlook, with many countries showing contraction in 2023. Construction will be growing marginally in 2023 and 2024. There are multiple economic and political downside risk factors such as China's slowdown, high debts and financial market volatility, and unstable and uncertain political situations.

Steel demand in Latin America is expected to increase by 1.4% in 2023 and then grow by 2.1 % in 2024 after falling by 8.3% in 2022.

Brazil's steel demand is expected to contract again this year with sluggish manufacturing and a weakening real estate sector. Government investment along the newly launched GDP acceleration programme is expected to boost construction in the coming years and steel demand is expected to recover moderately in 2024.

The situation is brighter in Mexico, where the economy is supported by strong consumer sentiments, nearshoring activities, and election-related government spending. Steel-intensive manufacturing sectors are in positive territory, especially the auto sector. With a contracting residential sector, construction activities are less vigorous, but the nearshoring phenomenon and public investment are supporting construction.

Indian automobile industry records highest ever passenger vehicles sales in September quarter: SIAM

India's passenger vehicle sales rose to 10.74 lakh in the July to September quarter, the highest ever in a quarter, from 10.26 lakh in the corresponding quarter of the previous fiscal, data released by the Society of Indian Automobile Manufacturers (SIAM) showed on October 16.

On a monthly basis, total passenger vehicle sales rose 1.8% to 3.61 lakh in September versus 3.55 lakh in the same month in 2022.

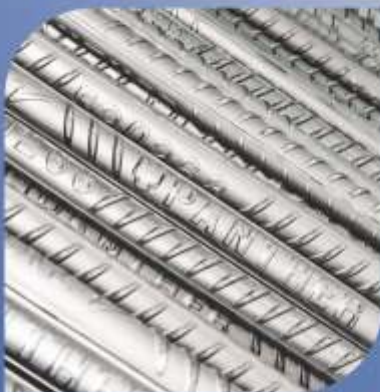
Among segments, three-wheelers have recorded the highest-ever sales at 1.95 lakh during the quarter under review, surpassing the 2018-19 level, SIAM pointed out. Two-wheeler sales on the other hand have slipped below 2016-17 levels to 45.98 lakh in the September quarter. The sale of commercial vehicles, meanwhile, rose to 2.47 lakh during Q2 as against 2.31 lakh in the September quarter last year.

The total domestic sales, meanwhile, have risen by a per cent on a year-on-year basis to 60.52 lakh in the second quarter of the fiscal, compared to 61.16 lakh in the same quarter last year, according to SIAM data

Commenting on sales data of Q2 for 2023-24, Mr Vinod Aggarwal, President, SIAM said, "Passenger Vehicle, Three Wheelers, and Commercial Vehicle segments continue to witness growth in Q2 of 2023-24, although Two Wheelers wholesale numbers have posted a marginal de-growth, compared to Q2 of last year, the retails have been encouraging. As we get into the festival season, all segments of the Industry are optimistic and look towards posting good numbers in Q3. This growth in the automobile sector can be attributed to the all-around Economic growth of the country is also enabled through the conducive Government policies."

In an interaction with CNBC-TV18, Aggarwal said he would like to urge the government for tax relief for two-wheelers in view of regulatory changes that have pushed up prices. He, however, said overall numbers were satisfactory with supply chain challenges behind the industry. Demand outlook is very good for the festive season and overall sentiment is positive, he said. Aggarwal also noted that the government is working to boost exports and that he expects improvement if the rupee trade increases to include more countries.

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Commenting on the Q2 2023-24 performance, Mr Rajesh Menon, Director General, SIAM said, "Sales of both Passenger Vehicles and Three Wheelers in Q2 of FY2023-24 has been the highest ever in Q2. Passenger Vehicles have posted a growth of 4.7% and Three Wheelers have posted a growth of 62.2%, compared to Q2 of last year. The Passenger Vehicle segment

crossed 2 million units sales for the first time, in the first half of the current financial year. Commercial Vehicles also posted a decent growth of 6.9% in this Quarter, compared to Q2 of last financial year, driven by good growth in Medium and Heavy Commercial Vehicles. The two-wheelers segment has declined by (-)1.6% in this Quarter, as compared to last year."

SIAM						
Segment wise Comparative Production, Domestic Sales & Exports data for the month of September 2023						
Category Segment/Subsegment	Production		Domestic Sales		Exports	
	September		September		September	
	2022	2023	2022	2023	2022	2023
Passenger Vehicles (PVs)*						
Passenger Cars	1,86,722	1,51,215	1,42,727	1,11,889	31,207	41,387
Utility Vehicles (UVs)	1,72,348	2,11,723	1,51,759	1,93,872	19,988	18,136
Vans	13,058	13,029	12,903	11,147	30	568
Total Passenger Vehicles (PVs)	3,72,126	3,75,967	3,07,389	3,16,908	51,223	60,079
Three Wheelers						
Passenger Carrier	75,974	89,256	39,363	59,501	32,291	28,919
Goods Carrier	8,915	9,825	7,977	10,093	351	133
E-Rickshaw	2,941	4,547	2,550	4,569	-	-
E-Cart	339	251	336	255	-	-
Total Three Wheelers	88,169	1,03,879	50,626	74,418	32,642	29,052
Two Wheelers						
Scooter/ Scooterette	6,00,973	6,45,855	5,72,919	5,89,087	34,780	50,428
Motorcycle/Step-Throughs	13,75,090	13,50,649	11,14,667	11,15,764	2,59,843	2,51,744
Mopeds	42,748	42,290	47,813	44,943	438	48
Total Two Wheelers	20,18,811	20,38,794	17,35,199	17,49,794	2,95,061	3,02,220
Quadracycle	182	465	72	88	102	386
Grand Total	24,79,288	25,19,105	20,93,286	21,41,208	3,79,028	3,91,717

* BMW, Mercedes, JLR, Tata Motors and Volvo Auto data is not available
Society of Indian Automobile Manufacturers (16/11/2023)

SIAM						
Summary Report: Cumulative Production, Domestic Sales & Exports data for the period of July-September 2023						
Category Segment/Subsegment	Production		Domestic Sales		Exports	
	July-September		July-September		July-September	
	2022-23	2023-24	2022-23	2023-24	2022-23	2023-24
Passenger Vehicles (PVs)*						
Passenger Cars	5,79,574	5,30,585	4,69,513	3,96,499	97,300	1,20,721
Utility Vehicles (UVs)	5,93,905	7,12,330	5,17,898	6,39,552	63,016	61,831
Vans	40,223	38,493	39,898	38,138	74	2,046
Total Passenger Vehicles (PVs)	12,13,702	12,81,408	10,26,309	10,74,189	1,60,390	1,84,598
Commercial Vehicles (CVs)**						
M&HCVs						
Passenger Carrier	8,260	12,215	7,762	11,262	2,148	2,519
Goods Carrier	73,921	84,141	71,999	82,534	3,722	2,133
Total M&HCVs	82,181	96,356	79,761	93,796	5,870	4,652
LCVs						
Passenger Carrier	10,803	18,826	10,595	13,142	628	886
Goods Carrier	1,58,345	1,58,190	1,41,635	1,40,991	16,184	11,701
Total LCVs	1,69,148	1,77,016	1,52,230	1,54,133	16,812	12,587
Total Commercial Vehicles (CVs)	2,51,329	2,73,372	2,31,991	2,47,929	22,682	17,239
Three Wheelers						
Passenger Carrier	2,08,514	2,44,504	90,895	1,56,128	1,13,895	91,248
Goods Carrier	22,984	28,390	21,647	28,061	994	546
E-Rickshaw	7,005	10,380	6,859	10,430	-	-
E-Cart	906	618	918	596	-	-
Total Three Wheelers	2,37,409	2,83,892	1,20,319	1,95,215	1,14,889	91,794
Two Wheelers						
Scooter/ Scooterette	17,05,750	17,11,635	15,56,224	15,67,017	1,30,849	1,39,065
Motorcycle/Step-Throughs	38,29,175	37,30,970	30,01,489	29,13,779	8,24,196	7,55,196
Mopeds	1,15,339	1,21,392	1,16,218	1,17,646	1,206	330
Total Two Wheelers	56,50,264	55,63,997	46,73,931	45,98,442	9,56,251	8,94,591
Quadracycle	498	1,125	189	316	348	786
Grand Total	73,53,202	74,03,794	60,52,739	61,16,091	12,54,560	11,79,008

* BMW, Mercedes, JLR and Volvo Auto data is not available

** Daimler, JTM & Scania data is not available

Society of Indian Automobile Manufacturers (16/11/2023)

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SIAM						
Summary Report: Cumulative Production, Domestic Sales & Exports data for the period of April-September 2023						
						Report I (Number of Vehicles)
Category Segment/Subsegment	Production		Domestic Sales		Exports	
	April-September		April-September		April-September	
	2022-23	2023-24	2022-23	2023-24	2022-23	2023-24
Passenger Vehicles (PVs)*						
Passenger Cars	10,90,400	10,31,106	8,80,020	8,10,222	2,01,700	2,15,514
Utility Vehicles (UVs)	11,11,294	13,14,475	9,82,454	11,86,155	1,18,563	1,17,250
Vans	74,707	73,020	74,330	73,788	243	3,990
Total Passenger Vehicles (PVs)	22,76,401	24,18,601	19,36,804	20,70,163	3,20,506	3,36,754
Commercial Vehicles (CVs)**						
M&HCVs						
Passenger Carrier	17,160	23,839	15,638	22,289	4,371	4,907
Goods Carrier	1,54,145	1,62,072	1,39,977	1,49,369	7,455	3,533
Total M&HCVs	1,71,305	1,85,911	1,55,615	1,71,658	11,826	8,440
LCVs						
Passenger Carrier	22,297	37,014	22,185	27,580	902	1,278
Goods Carrier	3,15,065	3,03,959	2,78,679	2,65,825	29,578	22,148
Total LCVs	3,37,362	3,40,973	3,00,864	2,93,405	30,480	23,424
Total Commercial Vehicles (CVs)	5,08,667	5,26,884	4,56,479	4,65,063	42,306	31,864
Three Wheelers						
Passenger Carrier	3,51,060	4,27,256	1,41,558	2,70,220	2,09,933	1,54,179
Goods Carrier	48,244	52,157	42,997	49,791	2,193	975
E-Rickshaw	10,155	16,496	10,426	17,990	-	-
E-Cart	1,639	1,419	1,631	1,689	-	-
Total Three Wheelers	4,09,098	4,97,328	1,96,612	3,39,690	2,12,126	1,55,154
Two Wheelers						
Scooter/ Scooterette	29,82,263	31,18,943	27,64,127	28,65,372	2,27,824	2,64,955
Motorcycle/Step-Throughs	72,80,021	71,12,035	54,06,717	56,51,127	18,75,673	14,20,238
Mopeds	2,22,445	2,31,481	2,27,620	2,22,907	1,548	714
Total Two Wheelers	1,04,84,729	1,04,62,439	83,98,464	87,39,406	21,04,845	16,85,907
Quadracycle	999	2,233	290	459	744	1,778
Grand Total	1,36,79,894	1,39,07,485	1,09,88,649	1,16,14,781	26,80,527	22,11,457

* BMW, Mercedes, JLR and Volvo Auto data is not available
 ** Daimler, JBM & Scania data is not available
 Society of Indian Automobile Manufacturers (SIAM) 2023

SIAM												
Category & Company wise Summary Report for the month of September 2023 and Cumulative for April-September 2023												
												Report II (Number of Vehicles)
Category Segment/Subsegment Manufacturer	Production				Domestic Sales				Exports			
	September		April-September		September		April-September		September		April-September	
	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24
Passenger Vehicles (PVs)												
FGA India Automobiles Pvt Ltd	1,303	772	9,796	5,258	1,116	481	7,394	2,994	815	304	2,548	2,636
Force Motors Ltd	51	101	402	645	50	97	386	599	-	1	-	3
Honda Cars India Ltd	11,403	14,305	59,915	49,893	8,714	9,851	47,163	37,658	2,333	1,310	13,226	5,885
Hyundai Motor India Ltd	63,890	65,088	3,59,900	3,99,837	46,700	54,241	2,65,005	3,07,075	13,501	17,400	74,072	86,105
Isuzu Motors India Pvt Ltd	177	-	1,617	90	43	46	286	211	35	-	229	-
Kia Motors India Pvt Ltd	37,575	22,406	1,77,704	1,57,307	25,857	20,922	1,37,662	1,20,816	6,934	5,009	44,564	35,247
Malindra & Mahindra Ltd	35,501	43,612	1,70,818	2,19,797	34,508	41,287	1,89,723	2,14,914	330	1,000	3,458	6,656
Maruti Suzuki India Ltd	1,73,829	1,73,761	9,54,103	9,73,843	1,42,380	1,50,612	7,34,550	8,73,107	20,698	22,246	1,37,070	1,31,546
MG Motor India Pvt Ltd	4,607	2,108	24,492	28,736	2,808	3,755	22,163	24,858	-	-	-	-
Nissan Motor India Pvt Ltd	8,374	7,577	48,684	35,732	3,177	2,453	17,863	14,650	4,060	6,313	25,813	20,183
PCA Motors Pvt. Ltd	7,427	1,333	3,102	6,139	1,386	748	2,863	4,773	-	53	-	1,101
Renault India Pvt Ltd	17,529	5,245	80,624	30,280	7,623	3,359	43,664	25,007	2,215	1,293	14,735	8,844
SkodaAuto India Pvt Ltd	1,845	2,120	27,943	25,348	3,543	4,932	27,997	24,068	195	162	195	911
Tata Motors Ltd	NA	NA	2,79,966	2,87,930	NA	NA	2,75,785	2,84,127	NA	NA	783	1,703
Toyota Kirloskar Motor Pvt Ltd	15,850	30,743	59,902	1,68,855	15,376	22,757	97,429	1,14,538	-	1,422	45	6,264
Volkswagen India Pvt Ltd	8,814	2,111	27,857	43,099	4,103	3,588	19,443	21,268	271	1,546	9,547	20,206
Total Passenger Vehicles (PVs)	3,72,126	3,75,967	22,76,401	24,18,601	3,07,389	3,16,908	19,36,804	20,70,163	51,223	60,079	3,20,506	3,36,754

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H12 / AISI H12 / DIN 2616

COLD WORK STEEL (IND/USA/EUR)

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H11/H11R-D3/AISI D3/DIN 2080 O1/AISI O1/DIN 2510
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EN 31/AISI 52100/100Cr6
20MnCr5
SAE 8620

SPRING STEEL

EN 47 / 50CrV4 / 51CrV4 / AISI 6150 / SUP10 / DIN 8159
SUP9 / AISI 5155 / DIN 1.7176
SAE 9254 / AISI 9254

CARBON STEEL

SAE 1018 MS
C45 / EN8D
EN1A
EN1A Ph

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Mob.: 9819225666 & 8591313565

Stocking/ Machining Centre

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(Mankoli - Phata) Dapoda, Taluka - Bhiwandi : 421302
Tel: +91 7977097655 | 7977097657
Email: sales@venturasteels.com | Web: www.venturasteels.com

SOVEREIGN SOLUTIONS FOR ALLOY, SPRING AND DIE STEELS



Statistics

S1.4.1												
Category & Company wise Summary Report for the month of September 2023 and Cumulative for April-September 2023												
											Report II	
											(Number of Vehicles)	
Category Segment/Subsegment Manufacturer	Production				Domestic Sales				Exports			
	September 2022	2023	April-September 2022-23	2023-24	September 2022	2023	April-September 2022-23	2023-24	September 2022	2023	April-September 2022-23	2023-24
Three Wheelers												
Atul Auto Ltd	2,442	2,947	11,035	11,053	2,330	2,600	9,020	9,531	15	62	1,389	904
Bajaj Auto Ltd	50,517	64,257	2,18,074	3,10,919	31,680	50,595	1,11,399	2,50,402	14,538	3,797	1,06,063	1,18,803
Continental Engines Pvt Ltd	745	792	3,578	3,360	889	525	3,663	3,108	-	-	-	-
Force Motors Ltd	280	410	1,352	1,983	-	-	-	-	199	378	1,302	2,226
Mahindra & Mahindra Ltd	5,752	8,087	25,654	38,010	5,774	7,921	25,580	39,225	74	-	266	75
Plyago Vehicles Pvt Ltd	10,176	17,913	53,214	54,817	7,988	10,611	38,341	40,028	2,595	993	14,335	5,734
TVS Motor Company Ltd	18,217	15,485	65,991	77,396	2,58	1,765	7,738	9,393	15,124	3,832	89,768	69,403
Total Three Wheelers	88,189	1,03,879	4,09,938	4,97,328	50,825	74,418	1,98,612	3,39,890	32,842	29,952	2,12,128	1,65,154
Two Wheelers												
Ather Energy Pvt. Ltd	9,108	7,453	29,029	49,613	8,852	6,855	28,068	49,678	-	-	-	-
Bajaj Auto Ltd	3,32,357	3,26,300	13,82,567	17,62,703	2,22,972	2,00,155	9,35,552	10,44,957	1,25,443	1,25,202	9,30,640	7,22,662
Crotak Technology Ltd	-	1,975	-	3,399	-	2,355	-	3,294	-	-	-	-
Hero MotoCorp Ltd	1,94,198	5,37,036	27,60,649	27,27,567	5,07,650	5,19,789	27,17,280	26,81,190	12,290	1,87,0	1,01,080	87,908
Honda Motorcycle & Scooter India Pvt Ltd	5,15,593	5,37,659	25,13,736	23,87,750	4,88,950	4,91,807	23,10,050	22,06,054	29,635	35,785	2,12,537	1,65,073
India Kawasaki Motors Pvt Ltd	251	150	1,137	1,361	385	341	1,080	2,370	-	-	-	-
India Yamaha Motor Pvt Ltd	91,426	80,806	4,17,997	4,98,184	58,939	64,182	3,11,238	3,49,589	26,785	19,025	1,60,573	1,00,806
Mahindra Two Wheelers Ltd	-	-	77	-	-	-	85	-	-	-	-	-
Okinawa Autotech Pvt. Ltd	14,810	1,973	70,966	5,077	4,670	2,397	71,002	8,499	-	-	75	-
Plyago Vehicles Pvt Ltd	5,077	4,177	35,922	26,134	5,229	3,121	26,106	18,308	1,458	1,757	9,468	8,144
Royal Enfield Unit of Fisher Motors	76,830	87,760	4,21,161	4,89,273	73,645	74,761	3,40,705	4,16,667	8,461	4,379	54,760	40,085
Suzuki Motorcycle Inc a Pvt Ltd	90,332	1,02,572	4,32,038	3,01,793	72,072	83,856	3,03,332	4,44,568	14,738	4,738	89,708	1,25,382
Tata Yamaha Motor Pvt Ltd	81	68	327	371	94	87	535	526	-	-	-	-
TVS Motor Company Ltd	3,58,989	3,95,672	18,33,353	19,99,434	2,85,875	3,00,493	12,90,230	15,13,821	77,851	88,482	5,47,471	4,38,033
Total Two Wheelers	20,18,811	20,38,784	1,04,84,729	1,04,62,439	17,35,169	17,49,784	83,98,464	87,39,406	2,85,061	3,02,220	21,04,845	16,85,907
Quadricycle												
Bajaj Auto Ltd	192	465	996	2,233	72	85	290	459	102	368	744	1,778
Total Quadricycle	182	465	999	2,233	72	88	290	459	102	366	744	1,778
Grand Total	24,79,288	25,19,165	1,31,71,227	1,33,80,601	20,93,286	21,41,268	1,05,32,170	1,11,49,718	3,79,028	3,91,717	26,38,221	21,79,593

S1.4.2												
Segment & Company wise Production, Domestic Sales & Exports Report for the month of September 2023 and Cumulative for April-September 2023												
											Report III	
											(Number of Vehicles)	
Category Segment/Subsegment Manufacturer	Production				Domestic Sales				Exports			
	September 2022	2023	April-September 2022-23	2023-24	September 2022	2023	April-September 2022-23	2023-24	September 2022	2023	April-September 2022-23	2023-24
Passenger Vehicles (PVs)												
A: Passenger Cars												
Honda Cars India Ltd	10,441	8,490	68,126	41,221	8,120	4,176	15,347	29,761	2,239	1,510	13,069	9,399
Hyundai Motor India Ltd	32,250	30,846	1,80,650	1,80,954	22,927	16,214	1,32,507	1,20,255	0,427	4,504	53,843	59,390
Mahindra & Mahindra Ltd	-	-	-	-	40	-	180	-	-	-	-	-
Maruti Suzuki India Ltd	1,01,268	1,00,808	8,80,377	8,00,732	1,03,109	60,094	5,81,410	4,90,321	14,770	17,383	97,652	1,01,675
MG Motor India Pvt Ltd	-	-	-	3,382	-	NA	-	-	1,574	-	-	-
Nissan Motor India Pvt Ltd	2,514	4,398	23,669	7,495	-	-	-	-	3,879	7,381	22,981	17,178
Renault India Pvt Ltd	2,436	368	7,376	7,779	2,001	747	11,180	5,670	793	47	5,419	3,674
SkodaAuto India Pvt Ltd	577	668	4,507	4,404	1,248	1,581	14,021	9,543	-	-	-	12
Tata Motors Ltd	NA	NA	94,372	1,06,839	NA	NA	90,969	1,05,246	NA	NA	99	828
Toyota Kirloskar Motor Pvt Ltd	43	248	533	1,384	3,098	4,986	15,743	27,320	-	-	-	-
Volkswagen Inc a Pvt Ltd	7,580	1,520	19,441	26,516	1,968	1,791	9,157	10,562	5	1,202	3,787	13,769
Total A: Passenger Cars	1,86,722	1,51,215	10,90,400	10,31,106	1,42,727	1,11,889	8,80,020	8,10,222	31,207	41,387	2,01,700	2,15,514
B: Utility Vehicles (UVs)												
FCA India Automobiles Pvt Ltd	1,303	772	9,795	5,266	1,110	481	7,364	2,994	675	304	2,945	2,036
Force Motors Ltd	81	101	432	845	50	97	360	599	-	1	1	3
Honda Cars India Ltd	859	5,753	3,576	8,882	804	5,086	3,316	9,557	94	1	267	270
Hyundai Motor India Ltd	31,450	38,433	1,73,792	2,03,847	27,073	38,027	1,62,489	1,86,520	4,360	3,319	20,229	19,766
Isuzu Motors India Pvt Ltd	77	-	1,877	80	48	46	288	271	35	-	229	-
Kia Motors India Pvt Ltd	31,516	22,400	1,77,734	1,57,807	25,857	20,022	1,81,662	1,20,576	6,334	5,009	44,554	39,247
Mahindra & Mahindra Ltd	35,203	43,567	1,68,827	2,15,622	34,282	41,267	1,41,267	1,14,304	339	993	3,483	3,609
Maruti Suzuki India Ltd	29,271	68,578	2,11,097	2,70,341	32,674	59,271	1,83,630	3,06,444	3,599	4,314	33,390	26,112
MG Motor India Pvt Ltd	4,607	3,708	27,492	24,591	3,808	3,799	22,163	22,341	-	-	-	-
Nissan Motor India Pvt Ltd	3,240	3,261	27,996	21,257	3,177	2,703	17,283	17,600	709	952	2,802	2,080
PCA Motors Pvt Ltd	1,427	1,333	3,732	6,159	1,388	778	2,863	4,473	-	53	-	1,101
Renault India Pvt Ltd	6,063	4,377	45,248	22,531	5,922	2,022	32,504	10,387	1,422	2,245	9,914	5,220
SkodaAuto India Pvt Ltd	1,268	1,224	13,436	14,944	2,205	2,451	13,970	14,125	195	182	105	800
Tata Motors Ltd	NA	NA	1,87,570	1,75,016	NA	NA	61,491	1,72,754	NA	NA	NA	481
Toyota Kirloskar Motor Pvt Ltd	18,907	30,453	89,399	1,67,771	7,760	17,171	74,098	86,553	-	1,427	46	5,264
Volkswagen Inc a Pvt Ltd	5,234	531	27,276	27,683	2,117	1,777	10,286	10,679	266	344	854	6,747
Total B: Utility Vehicles (UVs)	1,72,348	2,11,723	11,11,294	13,14,475	1,51,759	1,93,872	9,82,454	11,86,155	19,988	18,136	1,18,583	1,17,260
C: Vans												
Mahindra & Mahindra Ltd	198	18	1,735	175	208	-	1,485	70	-	7	-	147
Maruti Suzuki India Ltd	12,260	13,074	69,829	72,770	12,997	11,177	59,510	67,778	30	519	188	3,799
Tata Motors Ltd	NA	NA	2,933	75	NA	NA	3,330	6,027	NA	NA	95	87
Total C: Vans	13,058	13,029	74,797	73,200	12,903	11,147	74,330	73,786	30	556	243	3,990
Total Passenger Vehicles (PVs)	3,72,126	3,75,867	22,76,401	24,18,601	3,67,388	3,16,908	19,36,804	20,70,163	51,223	60,079	3,20,506	3,36,754

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Statistics

SIAM												
Segment & Company wise Production, Domestic Sales & Exports Report for the month of September 2023 and Cumulative for April-September 2023												
												Report III
												(Number of Vehicles)
Category Segment/Subsegment Manufacturer	Production				Domestic Sales				Exports			
	September 2022	2023	2022-23	2023-24	September 2022	2023	2022-23	2023-24	September 2022	2023	2022-23	2023-24
Three Wheelers												
A: Passenger Carrier												
Atul Auto Ltd	1,360	1,263	3,319	4,810	501	552	4,657	3,422	134	82	1,309	374
Bajaj Auto Ltd	46,848	59,901	7,01,514	7,86,936	28,225	45,852	53,477	2,09,438	14,638	13,761	1,05,039	77,370
Continental Engines Pvt Ltd	243	78	1,188	534	228	56	1,183	585	-	-	-	-
Force Motors Ltd	280	410	1,352	1,583	-	-	-	-	195	378	1,302	2,226
Mahindra & Mahindra Ltd	1,871	3,472	8,934	18,282	1,284	3,364	8,953	17,703	55	-	145	61
Piaggio Vehicles Pvt Ltd	7,363	8,737	37,663	38,619	5,422	1,452	23,538	24,917	2,847	914	13,399	5,348
TVS Motor Company Ltd	15,021	15,707	94,423	77,201	2,705	1,732	7,526	9,156	15,051	13,784	57,939	58,390
Total A: Passenger Carrier	75,974	88,266	3,51,060	4,27,256	39,363	59,501	1,41,558	2,70,220	32,291	28,919	2,08,933	1,54,179
E-Rickshaw												
Atul Auto Ltd	354	575	1,200	2,024	258	562	1,259	2,955	-	-	-	-
Continental Engines Pvt Ltd	270	576	450	2,072	274	745	493	2,242	-	-	-	-
Mahindra & Mahindra Ltd	2,311	3,397	8,490	11,440	2,351	3,233	8,844	12,983	-	-	-	-
Total E-Rickshaw	2,941	4,547	10,155	16,496	2,953	4,589	10,428	17,990	-	-	-	-
B: Goods Carrier												
Atul Auto Ltd	549	1,010	3,458	3,027	754	945	3,352	2,715	11	-	80	30
Bajaj Auto Ltd	5,871	4,380	15,880	25,023	2,252	4,732	18,597	23,955	-	15	224	488
Continental Engines Pvt Ltd	226	117	1,839	281	328	42	1,596	206	-	-	-	-
Mahindra & Mahindra Ltd	1,330	1,097	7,288	7,693	1,222	1,213	7,207	7,505	19	-	121	18
Piaggio Vehicles Pvt Ltd	2,813	3,170	15,501	15,938	2,504	3,112	14,503	15,117	245	60	930	390
TVS Motor Company Ltd	220	70	1,100	152	50	28	213	179	73	46	829	50
Total B: Goods Carrier	8,915	8,826	46,244	52,157	7,977	10,693	42,997	49,791	351	133	2,193	975
E-Card												
Atul Auto Ltd	89	109	628	724	85	113	545	735	-	-	-	-
Continental Engines Pvt Ltd	-	24	18	110	-	36	12	95	-	-	-	-
Mahindra & Mahindra Ltd	250	118	572	585	247	106	977	855	-	-	-	-
Total E-Card	339	251	1,639	1,419	338	255	1,631	1,689	-	-	-	-
Total Three Wheelers	88,169	1,03,879	4,09,098	4,97,328	50,626	74,418	1,96,612	3,39,690	32,642	29,052	2,12,126	1,55,154

SIAM												
Segment & Company wise Production, Domestic Sales & Exports Report for the month of September 2023 and Cumulative for April-September 2023												
												Report III
												(Number of Vehicles)
Category Segment/Subsegment Manufacturer	Production				Domestic Sales				Exports			
	September 2022	2023	2022-23	2023-24	September 2022	2023	2022-23	2023-24	September 2022	2023	2022-23	2023-24
Two Wheelers												
A: Scooter/ Scooterette												
Ather Energy Pvt Ltd	9,108	7,453	23,029	49,540	3,862	6,555	28,595	49,870	-	-	-	-
Bajaj Auto Ltd	4,121	10,435	18,659	44,357	4,035	8,588	18,358	42,082	-	-	-	74
Chozak Technology Ltd	-	1,978	-	3,355	-	-	-	3,294	-	-	-	-
Herc MotoCorp Ltd	38,881	47,202	1,74,267	1,89,373	38,874	38,102	1,74,864	1,82,008	799	4,127	4,759	17,403
Honda Motorcycle & Scooter India Pvt Ltd	2,90,575	3,05,855	14,58,788	15,84,277	2,79,402	3,73,758	13,42,345	12,54,201	12,387	24,977	17,031	1,04,183
India Yamaha Motor Pvt Ltd	22,576	31,549	1,15,170	1,61,557	18,491	29,488	93,290	1,42,887	3,350	3,384	20,971	18,785
Okishwa Auto Pvt Ltd	14,610	1,973	73,888	6,077	14,510	2,357	71,062	5,468	-	-	-	73
Piaggio Vehicles Pvt Ltd	6,077	4,150	35,923	26,123	5,228	3,120	26,105	15,307	1,463	1,155	9,468	3,153
Suzuki Motorcycle India Pvt Ltd	78,653	88,700	3,54,515	4,73,262	69,072	81,328	3,32,012	4,27,816	6,695	3,875	34,607	54,542
TVS Motor Company Ltd	1,38,558	1,51,120	6,95,442	7,81,535	1,34,245	1,42,968	6,57,703	7,03,130	10,111	12,928	40,468	63,855
Total A: Scooter/ Scooterette	6,00,973	6,45,855	29,82,283	31,18,943	5,72,919	5,89,087	27,64,127	28,85,372	34,780	50,428	2,27,624	2,64,955
B: Motorcycle/Step-Throughs												
Bajaj Auto Ltd	2,58,538	3,16,352	18,35,908	17,18,372	2,73,877	1,91,677	9,18,494	10,32,575	1,26,443	1,25,202	9,30,640	7,22,585
Herc MotoCorp Ltd	4,55,317	4,83,834	26,86,392	25,39,334	4,63,718	4,81,687	25,42,295	24,99,182	11,527	12,083	98,321	1,05,505
Honda Motorcycle & Scooter India Pvt Ltd	2,26,554	3,30,571	10,51,897	9,88,538	2,09,848	2,18,043	9,61,705	8,21,863	17,243	10,219	95,306	60,313
India Kawasaki Motors Pvt Ltd	267	150	1,137	1,387	355	311	1,555	2,019	-	-	-	-
India Yamaha Motor Pvt Ltd	68,448	18,556	3,52,627	2,87,582	38,748	34,081	2,16,915	2,56,178	21,836	15,952	1,39,600	83,515
Mahindra Two Wheelers Ltd	-	-	72	-	12	-	-	-	-	-	-	-
Piaggio Vehicles Pvt Ltd	-	11	-	-	1	1	1	1	-	11	-	11
Revs - E-field (Unit of Eicher Motors)	76,830	31,760	4,21,101	4,80,273	73,946	74,261	3,40,709	4,16,387	8,457	4,310	51,260	40,369
Suzuki Motorcycle India Pvt Ltd	13,878	10,572	57,724	88,430	2,940	2,531	13,323	16,752	8,043	10,202	53,201	70,540
Triumph Motorcycles India Pvt Ltd	97	95	327	371	04	87	535	520	-	-	-	-
TVS Motor Company Ltd	1,75,613	1,75,282	6,12,706	3,80,389	1,02,020	1,12,552	4,04,927	5,84,794	67,302	73,468	5,05,515	3,71,484
Total B: Motorcycle/Step-Throughs	13,75,090	13,50,649	72,80,021	71,12,035	11,14,867	11,15,764	54,06,717	56,51,127	2,59,843	2,51,744	18,75,673	14,20,238
C: Mopeds												
TVS Motor Company Ltd	42,748	42,290	2,22,445	2,01,467	47,813	44,943	2,27,820	2,22,907	458	46	1,348	714
Total C: Mopeds	42,748	42,290	2,22,445	2,01,467	47,813	44,943	2,27,820	2,22,907	458	46	1,348	714
Total Two Wheelers	20,18,811	20,38,794	1,04,84,729	1,04,62,439	17,35,199	17,49,794	83,98,464	87,39,406	2,95,061	3,02,220	21,04,848	16,85,907
Quadricycle												
Bajaj Auto Ltd	732	465	988	2,233	72	88	290	458	159	355	744	1,778
Total Quadricycle	182	465	989	2,233	72	88	290	459	102	366	744	1,778
Grand Total	24,79,288	25,19,105	1,31,74,227	1,33,80,601	20,93,286	21,41,208	1,05,32,170	1,11,49,718	3,79,028	3,91,717	28,38,221	21,79,593

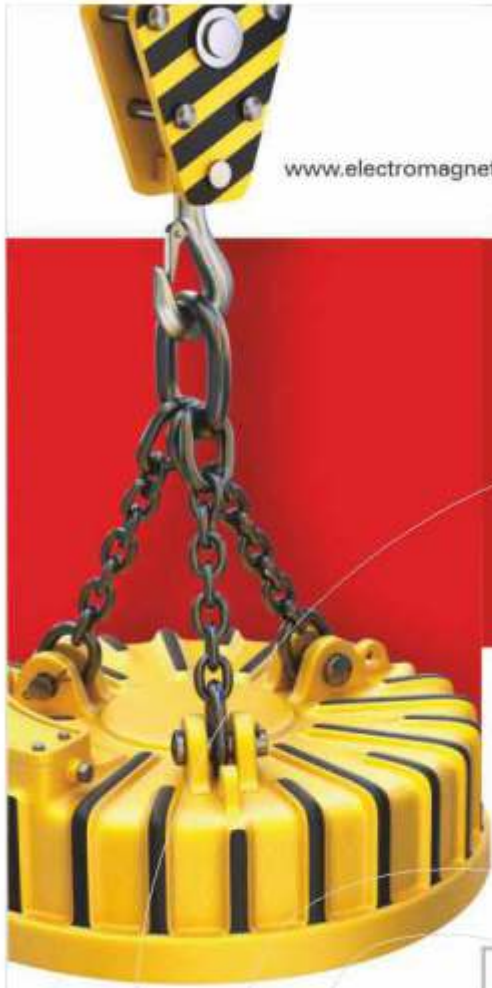
Source: Industry Automobile Manufacturers' Association

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Statistics

SIAM												
Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of September 2023 and Cumulative for April-September 2023												
											Report IV (Number of Vehicles)	
Category Segment/Subsegment Manufacturer	Production				Domestic Sales				Exports			
	September 2022	2023	April-September 2022-23	2023-24	September 2022	2023	April-September 2022-23	2023-24	September 2022	2023	April-September 2022-23	2023-24
Passenger Vehicles (PVs)												
A : Passenger Cars - Upto 5 Seats												
Micro :Seats upto-4, Length Normally <3200 mm, Body Style-Hatchback, Engine Displacement Normally upto 0.8 Litre												
MG Motor India Pvt Ltd (Comet EV)	-	NA	-	3,052	-	NA	-	1,914	-	-	-	-
Total Micro	-	-	-	3,052	-	-	-	1,914	-	-	-	-
Mini : Seats upto-5, Length Normally <3600 mm, Body Style-Hatchback, Engine Displacement Normally upto 1.0 Litre												
Maruti Suzuki India Ltd (Alto, Spresso)	35,827	10,735	1,47,611	64,783	29,574	13,051	1,21,056	72,560	1,345	2,932	20,074	23,961
Renault India Pvt Ltd (Kwid)	2,030	698	18,370	7,773	2,007	747	11,150	5,620	793	47	5,479	3,624
Total Mini	38,723	11,573	1,63,987	1,02,538	31,575	11,098	1,32,236	78,170	2,138	3,039	28,493	24,585
Compact : Seats upto-5, Length Normally between 3600 - 4000 mm, Body Style-Sedan/Estate/Hatch/Notchback, Engine Displacement Normally upto 1.4 Litre												
Honda Cars India Ltd (Amaze Jazz)	4,826	3,844	24,893	21,575	4,700	2,677	24,570	15,600	93	90	548	514
Hyundai Motor India Ltd (Aura, Grand i10, i20, Santro, Xcent)	26,430	23,444	1,57,633	1,40,933	20,973	15,604	1,23,277	1,00,522	5,231	2,002	34,762	48,738
Maruti Suzuki India Ltd (OEM Model #, Baleno, Celerio, Dzire)	92,717	90,919	5,22,824	5,21,691	72,776	65,592	4,33,425	4,15,930	2,878	13,113	70,128	75,024
Tata Motors Ltd (Altroz, Tiago, Tigor)	NA	NA	34,072	1,06,830	NA	NA	90,569	1,05,976	NA	NA	99	829
Toyota Kirloskar Motor Pvt Ltd (Ciaz)	-	-	-	-	3,528	4,727	16,225	26,800	-	-	-	-
Volkswagen India Pvt Ltd (Polo)	-	-	874	-	-	-	755	-	-	-	1,095	-
Total Compact	1,23,976	1,18,137	8,00,396	7,91,068	1,01,377	91,460	6,89,223	6,71,908	18,202	22,105	1,05,632	1,20,704
Super Compact : Seats upto-5, Length Normally between 4000 - 4250 mm, Body Style-Sedan/Estate/Hatch/Notchback, Engine Displacement Normally upto 1.6 Litre												
Maruti Suzuki India Ltd (Vento)	-	-	-	40	-	-	156	-	-	-	-	-
Total Super Compact	-	-	-	40	-	-	156	-	-	-	-	-
Mid-Size : Seats upto-5, Length Normally between 4250 - 4500 mm, Body Style-Sedan/Estate/Hatch/Notchback, Engine Displacement Normally upto 1.8 Litre												
Honda Cars India Ltd (City)	5,710	4,345	31,212	19,545	3,420	1,999	19,277	9,901	2,146	1,220	12,457	8,888
Hyundai Motor India Ltd (Verna)	5,520	5,205	29,011	46,321	1,634	2,610	9,230	19,733	4,190	3,482	19,687	25,601
Maruti Suzuki India Ltd (Ciaz)	3,654	2,304	12,542	14,282	1,359	1,491	6,265	7,441	647	978	4,350	5,090
Nissan Motor India Pvt Ltd (Sunni)	4,534	4,325	23,669	17,495	-	-	-	-	3,979	1,381	22,267	17,178
Volkswagen India Pvt Ltd (Vento, Virtus)	4,580	1,580	14,567	25,515	1,996	1,791	8,404	10,592	5	1,202	7,662	13,459
Total Mid-Size	23,403	20,381	1,11,007	1,22,980	8,419	7,491	43,837	47,267	10,867	10,243	67,175	70,213
Executive : Seats upto-5, Length Normally between 4500 - 4700 mm, Body Style-Sedan/Estate/Notchback, Engine Displacement Normally upto 2 Litre												
Skoda Auto India Pvt Ltd (Octavia, Slavia)	379	895	13,662	10,434	1,058	1,581	13,184	9,812	-	-	-	12
Total Executive	379	895	13,662	10,434	1,058	1,581	13,184	9,812	-	-	-	12
Premium : Seats upto-5, Length Normally between 4700 - 5000 mm, Body Style-Sedan/Estate, Engine Displacement Normally upto 3 Litre												
Skoda Auto India Pvt Ltd (Superb)	158	845	-	-	160	-	537	131	-	-	-	-
Toyota Kirloskar Motor Pvt Ltd (Camry)	43	248	503	1,054	68	259	517	1,020	-	-	-	-
Total Premium	241	248	1,348	1,084	258	259	1,354	1,151	-	-	-	-
Total Passenger Cars	1,86,722	1,81,215	10,90,400	10,31,106	1,42,727	1,11,899	8,80,020	8,10,222	31,207	41,387	2,01,700	2,15,814

SIAM												
Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of September 2023 and Cumulative for April-September 2023												
											Report IV (Number of Vehicles)	
Category Segment/Subsegment Manufacturer	Production				Domestic Sales				Exports			
	September 2022	2023	April-September 2022-23	2023-24	September 2022	2023	April-September 2022-23	2023-24	September 2022	2023	April-September 2022-23	2023-24
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.												
UV2 : Length < 4000 mm & Price <20 Lakhs												
Honda Cars India Ltd (WR-V)	359	-	3,810	-	591	-	3,316	-	97	-	287	258
Hyundai Motor India Ltd (Exter Venue)	11,690	21,916	62,994	96,997	11,055	20,357	61,286	33,482	554	1,812	2,510	2,443
Kia Motors India Pvt Ltd (Sonet)	10,229	5,170	67,734	63,500	9,291	4,964	45,162	29,066	2,343	4,109	16,414	24,748
Mahindra & Mahindra Ltd (Doleo Kuv 20, Thar, Xuv300, XUV500)	20,485	21,276	1,07,155	1,20,795	18,437	20,722	1,00,281	1,13,035	274	338	2,893	3,110
Maruti Suzuki India Ltd (GLM Model #, Brezza, Fronx, Jimny)	13,378	35,567	1,77,577	1,70,792	15,445	29,707	95,827	1,58,009	4,853	1,353	29,346	5,522
Nissan Motor India Pvt Ltd (Mach-e)	8,796	3,251	23,753	21,257	3,039	2,455	17,063	14,550	109	936	2,852	2,954
PCA Motors Pvt Ltd (C3 FC3)	1,404	216	2,927	2,969	1,354	345	2,789	4,050	-	-	83	1,101
Renault India Pvt Ltd (Kiger, Triber)	6,895	4,377	44,248	22,501	6,922	2,622	32,504	19,387	1,272	1,248	9,514	5,220
Tata Motors Ltd (Nexon, Punch)	NA	NA	1,57,767	1,33,361	NA	NA	1,62,245	1,37,801	NA	NA	823	480
Toyota Kirloskar Motor Pvt Ltd (Urban Cruiser)	-	-	-	-	350	-	22,158	-	-	-	-	-
Total UV2	74,164	94,772	5,71,856	6,54,165	65,195	81,084	5,03,585	5,93,230	9,648	9,847	64,238	51,867
UV1 : Length 4000 to 4400 mm & Price <20 Lakhs												
Force Motors Ltd (Gurkha)	5	-	406	10	50	-	393	-	-	-	1	2
Honda Cars India Ltd (Elevate)	-	5,515	-	3,662	-	5,685	-	9,507	-	-	-	-
Hyundai Motor India Ltd (Creta)	10,395	12,851	69,270	85,645	12,956	12,777	75,482	83,693	2,087	1,27	13,738	2,513
Kia Motors India Pvt Ltd (Seltos)	17,537	10,690	75,378	67,315	11,000	10,558	50,040	45,852	4,012	1,11	24,571	10,100
Maruti Suzuki India Ltd (OEM Model #, Eriga, Grand Vitara)	19,306	16,373	1,22,229	1,16,506	17,065	20,281	1,05,880	1,21,716	1,028	2,833	3,939	20,217
MG Motor India Pvt Ltd (Astor)	1,432	170	6,759	3,757	950	607	7,677	4,896	-	-	-	-
Nissan Motor India Pvt Ltd (Kicks)	54	-	1,262	-	135	-	820	-	-	16	-	18
PCA Motors Pvt Ltd (C2 Airboss)	-	1,117	-	1,117	-	400	-	400	-	-	-	-
Skoda Auto India Pvt Ltd (Kusaq)	1,208	1,020	7,855	12,624	2,224	2,260	15,366	13,043	195	182	195	899
Toyota Kirloskar Motor Pvt Ltd (Model Manufactured for)	7,161	15,968	7,775	99,752	1,765	5,365	1,163	27,412	-	1,222	-	5,252
Volkswagen India Pvt Ltd (Taigun)	5,675	473	17,578	16,411	1,994	1,536	9,645	9,890	265	344	854	6,747
Total UV1	55,263	67,878	2,80,182	3,58,825	44,453	64,636	2,34,151	3,12,088	8,088	5,865	43,258	48,757
UV2 : Length between 4400 - 4700 mm & Price <20 Lakhs												
Jeepster Motors India Ltd (Acave)	3,670	3,093	18,237	17,309	2,643	1,977	14,150	17,612	938	1,077	3,961	5,610
Kia Motors India Pvt Ltd (Carens)	6,795	3,640	39,709	39,794	6,233	4,390	36,030	35,212	579	459	3,909	4,401
Mahindra & Mahindra Ltd (Marazzo, Scorpio, Xuv500, Xuv700)	14,793	22,321	67,234	90,524	16,761	20,545	66,360	56,069	64	655	693	3,399
Maruti Suzuki India Ltd (XL6)	5,127	4,039	21,201	22,743	3,951	4,577	21,140	22,105	10	128	45	375
MG Motor India Pvt Ltd (Hector)	2,450	2,221	11,070	10,249	2,125	2,553	11,480	14,888	-	-	-	-
Tata Motors Ltd (Harar, Safari)	NA	NA	30,163	21,565	NA	NA	28,202	20,523	NA	NA	0	1
Total UV2	29,768	35,804	1,87,580	2,16,584	28,803	34,016	1,77,448	2,01,109	1,601	2,319	8,244	13,987
UV3 : Length >4700 mm & Price <20 Lakhs												
Force Motors Ltd (Trax)	-	101	(*)	555	-	97	-	599	-	1	-	1
Jeepster Motors India Pvt Ltd (F-Lander, V-Cross)	163	-	1,573	56	37	40	266	186	30	-	229	-
Toyota Kirloskar Motor Pvt Ltd (Innova Crysta, Innova Hycross)	7,079	5,381	26,591	47,666	7,252	8,900	36,101	47,474	-	-	-	-
Total UV3	7,242	5,482	38,160	48,355	7,319	9,037	36,370	48,269	36	1	229	1

AUSTENITIC & SUPER AUSTENITIC STAINLESS STEEL :

AISI/ASTM/ASME	EN
303	1.4305
304	1.4301
304L	1.4306
	1.4307
310	1.4840
310S	1.4845
316	1.4401
	1.4436
316L	1.4404
	1.4432
	1.4435
316Ti	1.4571
321	1.4541
317	-
317L	1.4438
347	1.4550
904L	1.4539
347	1.4550

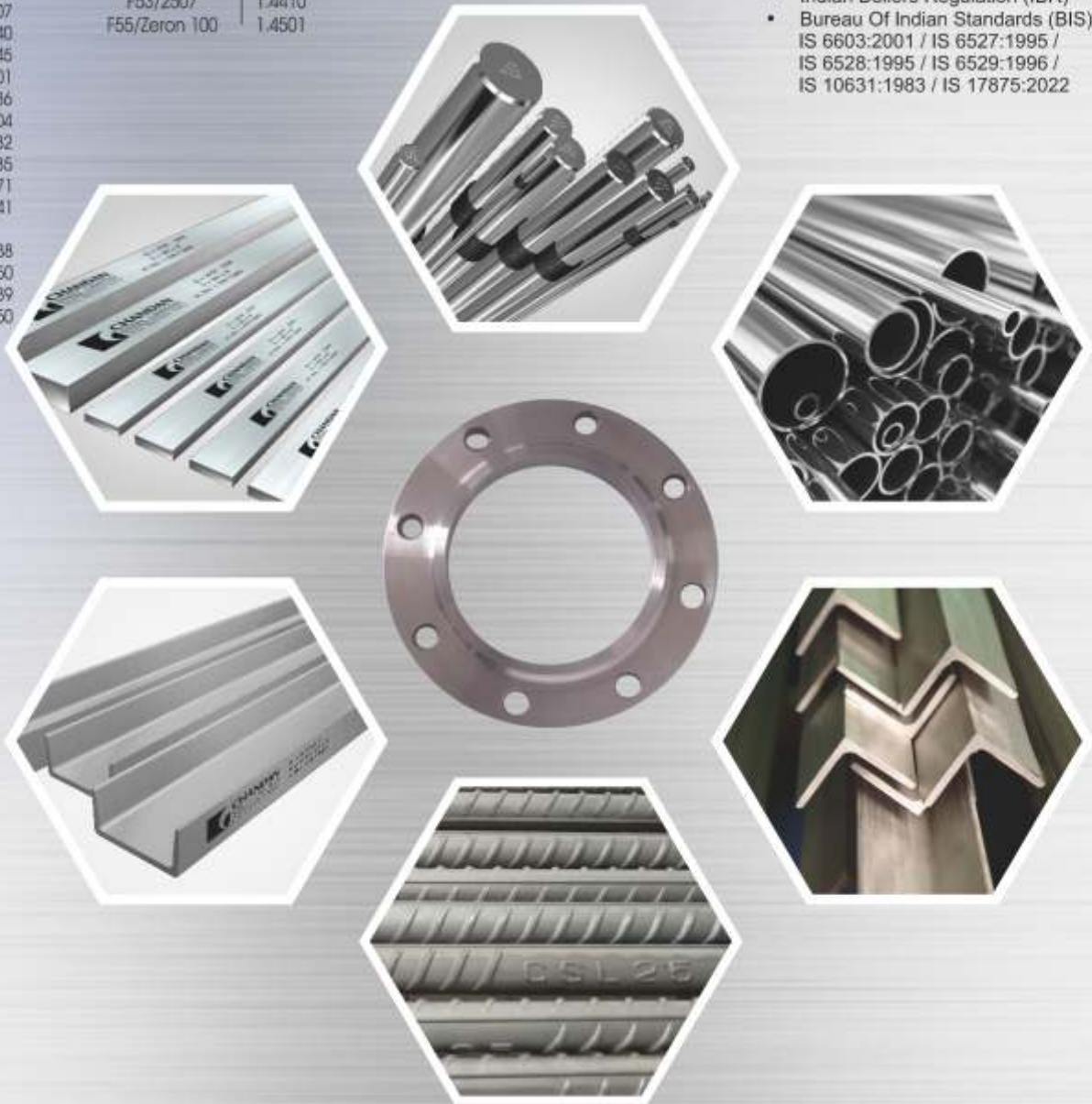
DUPLEX AND SUPER DUPLEX STAINLESS STEEL :

AISI/ASTM/ASME	EN
F51	1.4362
F60/2205	1.4462
F61/2507 Cu	1.4507
F53/2507	1.4410
F55/Zeron 100	1.4501

MARTENSITIC STAINLESS STEEL :

AISI/ASTM/ASME	EN
F6a/410	1.4006
420	1.4021
416	1.4005
431	1.4057

- QMS ISO 9001:2015
- PED 2014/68/EU
- AD 2000-Merkblatt WO/W2/W10
- CPR Regulation (EU) No.: 305/2011
- REACH Compliance
- RoHS Compliance
- ABS (American Bureau Of Shipping)
- Det Norske Veritas (DNV GL)
- Lloyd's Register
- Indian Boilers Regulation (IBR)
- Bureau Of Indian Standards (BIS)
- IS 6603:2001 / IS 6527:1995 /
- IS 6528:1995 / IS 6529:1996 /
- IS 10631:1983 / IS 17875:2022



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- U TUBES & HOLLOW BARS
- SS REINFORCEMENT BARS

Head Office :

504, Sukh Sagar, N S Patker Marg (Hughes Road),
Chowpatty, Mumbai - 400 007, India

Tel: (+91) 22 6629 0600 | Web: www.chandansteel.net

Email: exports@chandansteel.net

Plant :

Plot No. 31, 32, 33B, 34, 35, 36, 45, 46, 48, 49/2 & 142 (Exp. Area)
GIDC Umbergaon, & Survey No. 102/2 & 3, Village Dehri,
Tal - Umbergaon, Valsad District, Gujarat - 396 171, India.

Tel: (+91) 260 7128 999 / Mob : (+91) 7227010115

Long Products Division
exports@chandansteel.net

Forging Division
flanges@chandansteel.net

Seamless Tubes & Pipes Division:
exports.smls@chandansteel.net



Statistics

SIAM												
Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of September 2023 and Cumulative for April-September 2023												
											Report IV	
											(Number of Vehicles)	
Category	Production				Domestic Sales				Exports			
	September	April-September	September	April-September	September	April-September	September	April-September				
Segment/Subsegment	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24
Manufacturer												
UV4 : Price between Rs. 20 to 30 Lakh												
FCA India Automobiles Pvt Ltd (Jeep Compass)	1,083	470	7,259	2,851	609	391	4,948	1,821	457	136	2,345	1,349
Force Motors Ltd (Gordian)	-	-	-	2	-	-	-	-	-	-	-	-
Hyundai Motor India Ltd (Kona Tucson)	755	290	1,779	2,878	531	308	1,540	2,203	-	-	-	-
Kia Motors India Pvt Ltd (Carnive)	308	-	1,755	-	303	-	1,774	-	-	-	-	-
Mahindra & Mahindra Ltd (Altus G4)	45	-	431	-	64	-	401	-	-	-	-	-
Maruti Suzuki India Ltd (jelecto)	-	-	-	-	-	389	-	936	-	-	-	-
MG Motor India Pvt Ltd (ZS EV)	450	NA	1,597	1,071	412	NA	2,080	1,747	-	-	-	-
PCA Motors Pvt Ltd (C6 Altross)	23	-	175	30	32	3	174	43	-	-	-	-
Toyota Kirloskar Motor Pvt Ltd (Mood Manufactured for)	-	591	-	2,008	-	-	-	-	-	-	-	-
Total UV4	2,624	1,349	13,399	9,883	1,981	1,089	10,895	7,632	457	108	2,348	1,349
UV5 : Price >Rs. 30 Lakh												
FCA India Automobiles Pvt Ltd (Jeep Meridian)	240	29	2,536	2,095	507	80	2,412	1,373	156	195	199	1,287
Hyundai Motor India Ltd (Niro)	-	200	-	820	-	178	-	880	-	-	-	-
Jeep Motors India Pvt Ltd (MU-X)	14	-	44	34	11	5	28	25	-	-	-	-
Kia Motors India Pvt Ltd (EV5)	-	-	15	-	-	100	16	185	-	-	-	-
MG Motor India Pvt Ltd (Glacier)	245	118	1,050	1,807	311	201	1,033	1,455	-	-	-	-
Skoda Auto India Pvt Ltd (Kodiaq)	60	20	51	2,320	71	191	601	1,082	-	-	-	-
Toyota Kirloskar Motor Pvt Ltd (Fortuner, Hilux, Land Cruiser)	2,867	2,987	18,055	18,018	2,989	3,305	15,281	17,772	-	-	45	2
Volkswagen India Pvt Ltd (Tiguan)	154	98	555	1,172	123	191	641	788	-	-	-	-
Total UV5	3,285	3,438	19,917	28,563	4,008	4,010	20,005	23,657	158	198	244	1,289
Total Utility Vehicles (UVs)	1,72,348	2,11,723	11,11,294	13,14,475	1,51,759	1,93,872	9,82,454	11,88,155	19,988	18,138	1,18,583	1,17,250
Vans												
C : Vans ; Generally 1 or 1.5 box; seats upto 5 to 10												
V1 : Hard tops mainly used for personal transport, Price upto Rs. 10 Lakh												
Mahindra & Mahindra Ltd (Maximo, Supro)	195	15	1,542	175	198	-	1,398	-	-	7	-	147
Maruti Suzuki India Ltd (eeco)	12,560	13,014	69,929	72,770	12,697	11,147	59,510	67,719	30	549	182	3,759
Kia Motors Ltd (Magic Express)	NA	NA	2,925	NA	NA	NA	3,283	5,148	NA	NA	35	NA
Total V1	13,058	13,029	74,494	72,945	12,895	11,147	74,189	72,867	30	556	220	3,906
V2 : Soft tops mainly used as Maxi Cabs, Price upto Rs. 10 Lakh												
Mahindra & Mahindra Ltd (Supro)	-	-	153	-	8	-	89	10	-	-	20	84
Tata Motors Ltd (Magic Iris)	NA	NA	50	75	NA	NA	87	909	NA	NA	NA	NA
Total V2	-	-	213	75	8	-	141	919	-	-	20	84
Total Vans	13,058	13,029	74,707	73,020	12,903	11,147	74,330	73,786	30	556	240	3,990
Total Passenger Vehicles (PVs)	3,72,126	3,75,967	22,76,401	24,18,601	3,07,369	3,16,908	19,36,804	20,70,163	51,223	60,079	3,20,506	3,36,754
NA-No. Available												

SIAM												
Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of September 2023 and Cumulative for April-September 2023												
											Report IV	
											(Number of Vehicles)	
Category	Production				Domestic Sales				Exports			
	September	April-September	September	April-September	September	April-September	September	April-September				
Segment/Subsegment	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24
Manufacturer												
Three Wheelers												
A: Passenger Carriers												
A1: Passenger Carrier												
A1: No. of seats including driver not exceeding 4 & Max. Mass not exceeding 1 tonne												
Atul Auto Ltd (Atul Gemini, Atul Rik, Atul Rik + 3P, Atul Rik)	574	45	3,113	2,225	522	272	1,751	1,345	104	82	1,276	818
Bajaj Auto Ltd (Maxi RE)	46,945	50,247	2,07,217	2,85,595	28,825	45,880	35,772	2,06,436	17,538	13,787	1,05,838	77,320
Continental Engines Pvt Ltd (Baxy EVE PRO, Baxy Express)	245	76	1,165	554	226	66	1,183	595	-	-	-	61
Mahindra & Mahindra Ltd (Alfa, Treo)	1,871	3,472	9,937	18,292	1,894	3,384	8,908	17,700	55	-	145	18
Piaggio Vehicles Pvt Ltd (Ape Auto, Ape City)	7,553	8,737	37,693	38,579	6,422	7,483	23,838	32,577	2,347	974	15,388	5,378
TVS Motor Company Ltd (TVS King iS)	18,021	15,407	34,723	77,201	2,106	1,732	7,528	9,156	15,367	13,724	87,836	65,380
Total A1	75,018	88,044	3,48,502	4,22,883	38,824	58,829	1,38,708	2,68,144	32,095	28,541	2,08,601	1,51,897
A2: No. of seats including driver exceeding 4 but not exceeding 7 & Max. Mass not exceeding 1.5 tonnes												
Atul Auto Ltd (Atul Geni, Semi Box)	576	502	3,208	2,380	539	672	2,850	2,076	-	-	30	NA
Force Motors Ltd (Miro)	280	470	1,352	1,955	-	-	-	-	196	375	1,302	2,226
Total A2	856	1,212	4,560	4,335	539	672	2,850	2,076	196	378	1,332	2,282
Total Passenger Carriers	75,874	89,256	3,53,062	4,27,218	39,363	59,501	1,41,558	2,70,220	32,291	28,919	2,09,933	1,54,179
E-Rickshaw												
Atul Auto Ltd (Atul E-Rick)	354	575	1,208	2,554	355	562	1,288	2,685	-	-	-	-
Continental Engines Pvt Ltd (Baxy E-Rick)	278	575	456	2,372	274	745	493	2,247	-	-	-	-
Mahindra & Mahindra Ltd (Alfa Mini, Treo Yaari)	2,311	3,397	5,490	11,440	2,327	3,232	8,544	13,553	-	-	-	-
Total E-Rickshaw	2,941	4,547	10,155	16,486	2,956	4,569	10,426	17,990	-	-	-	-
B: Goods Carrier												
B1: Max mass not exceeding 1 tonnes												
Atul Auto Ltd (Atul Geni, Atul Gemini, Atul Samrat, Atul Atul)	949	1,070	3,450	3,027	754	945	3,082	2,775	-	-	80	30
Bajaj Auto Ltd (Maxi)	3,071	4,350	15,800	25,025	2,855	4,735	15,807	23,955	-	75	224	498
Continental Engines Pvt Ltd (Baxy Cargo, Baxy Cargo Super)	225	17	1,030	254	189	42	1,005	205	-	-	-	-
Mahindra & Mahindra Ltd (Alfa, Treo, Zor Grandi)	1,390	1,094	7,288	7,583	1,322	1,219	7,007	7,625	19	-	121	18
Piaggio Vehicles Pvt Ltd (Ape Xtra)	2,513	3,725	15,935	15,935	2,554	3,112	14,503	15,777	248	89	938	386
TVS Motor Company Ltd (TVS King Cargo)	225	78	1,168	182	53	22	213	179	73	48	828	53
Total Goods Carrier	8,915	9,825	46,244	52,157	7,977	10,093	42,997	49,791	351	133	2,193	975
E-Cart												
Atul Auto Ltd (Atul E-Cart Cargo)	89	106	679	721	56	112	978	136	-	-	-	-
Continental Engines Pvt Ltd (Baxy E-Cart)	-	24	18	110	-	36	12	55	-	-	-	-
Mahindra & Mahindra Ltd (e-Alfa Cargo, I-Neo Yaari)	250	173	972	555	247	106	971	555	-	-	-	-
Total E-Cart	339	251	1,639	1,419	336	255	1,631	1,689	-	-	-	-
Total Three Wheelers	88,189	1,03,879	4,09,098	4,97,328	60,826	74,418	1,96,612	3,39,690	32,842	29,052	2,12,128	1,55,164

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Statistics

S.I.M												
Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of September 2023 and Cumulative for April-September 2023												
											Report IV (Number of Vehicles)	
Category Segment/Subsegment Manufacturer	Production				Domestic Sales				Exports			
	September		April-September		September		April-September		September		April-September	
	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24
Two Wheelers												
A : Scooter/ Scooterette : Wheel size is less than or equal to 12"												
A1 : Engine capacity less than or equal to 75 CC												
Flagg o Vehicles Pvt Ltd (SKR 53)												
Total A1	-	502	3,136	3,276	-	-	-	-	-	496	3,136	3,270
A2 : Engine capacity >75 CC but less than or equal to 90 CC												
TVS Motor Company Ltd (Apar 1)												
Total A2	9,182	-	47,274	-	9,515	-	46,947	5,132	-	-	-	-
A3 : Engine capacity >90 CC but less than or equal to 125 CC												
Hero MotoCorp Ltd (Hero DASH 125, Maestro, Passion, X)												
Honda Motorcycle & Scooter India Pvt. Ltd (Activa, Avanza)												
India Yamala Motor Pvt Ltd (Zigma, Fascino, Ray)												
Flagg o Vehicles Pvt Ltd (Aprilia, Vespa)												
Suzuki Motorcycle India Pvt Ltd (Access, Avenir, Burgman)												
TVS Motor Company Ltd (Lupine, Nxta, Wego, Zest)												
Total A3	5,58,720	5,67,273	27,82,741	28,90,736	5,30,070	5,44,870	25,72,912	26,46,388	33,624	49,446	2,20,308	2,58,018
A4 : Engine capacity >125 CC but less than or equal to 150 CC												
Flagg o Vehicles Pvt Ltd (Aprilia, Vespa)												
Total A4	1,124	430	4,902	3,800	254	157	1,336	1,270	916	300	3,663	2,432
A5 : Engine capacity >150 CC but less than or equal to 200 CC												
India Yamaha Motor Pvt Ltd (Aerox)												
Flagg o Vehicles Pvt Ltd (Aprilia)												
Total A5	755	2,115	3,158	7,983	847	1,929	2,875	6,688	240	186	439	1,167
AE1: Upto 250 W Electric												
Chetak Technology Ltd (Yulu Ver 3.0X)												
Ekman Auto Pvt Ltd (Dual Dual 100 L & R 30)												
Total AE1	1,526	2,527	5,308	6,699	1,526	3,199	5,686	5,164	-	-	23	-
AE2: More than 250 W Electric												
Ajmer Energy Pvt. Ltd (AJS 50, AJS 60)												
Bajaj Auto Ltd (Chetak)												
Chetak Technology Ltd (Chetak)												
Hero MotoCorp Ltd (Vids)												
Okinawa Autocore Pvt. Ltd (Praiso, Okhi 50, Praiso Pro, R)												
TVS Motor Company Ltd (TVS iQube Electric)												
Total AE2	29,666	43,008	1,35,744	2,07,469	30,904	38,932	1,34,472	2,00,730	-	-	55	75
Total Scooter/ Scooterette	6,00,973	6,45,855	29,82,253	31,18,943	5,72,919	5,89,087	27,64,127	28,65,372	34,780	50,428	2,27,624	2,64,958

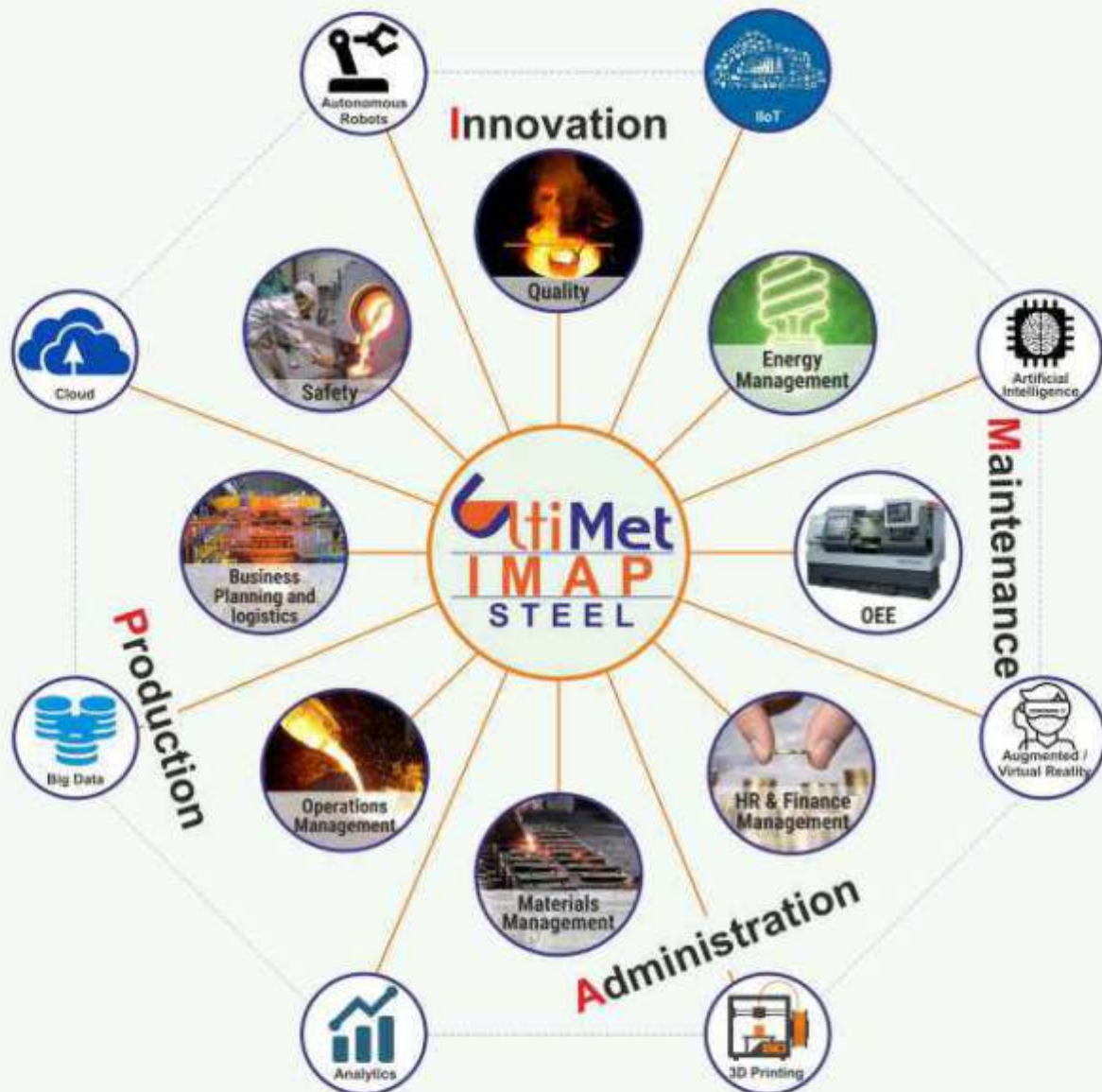
S.I.M												
Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of September 2023 and Cumulative for April-September 2023												
											Report IV (Number of Vehicles)	
Category Segment/Subsegment Manufacturer	Production				Domestic Sales				Exports			
	September		April-September		September		April-September		September		April-September	
	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24
B : Motorcycles/Step-Through: Big wheel size - more than 12"												
B1: Engine capacity <75 CC												
India Kawasaki Motors Pvt Ltd (KX05)												
Total B1	-	-	-	-	-	-	-	-	-	-	-	-
B2: Engine Capacity >75 CC but less than equal to 110 CC												
Bajaj Auto Ltd (Boxer, CT, Discover, Platina)												
Hero MotoCorp Ltd (F Deluxe, Passion, Splendor)												
Honda Motorcycle & Scooter India Pvt Ltd (Dream, Lvc, SH)												
India Yamaha Motor Pvt. Ltd (Crux, Salute, RX)												
TVS Motor Company Ltd (Radeo, Sport Star, City)												
Total B2	8,20,708	8,22,158	34,18,027	31,95,723	5,36,091	5,47,148	27,73,560	27,66,942	92,192	98,705	6,91,093	6,14,612
B3: Engine Capacity >110 CC but less than equal to 125 CC												
Bajaj Auto Ltd (Boxer, CT, Discover, Husqvarna, KTM Flat 3)												
Hero MotoCorp Ltd (Glamour, Splendor)												
Honda Motorcycle & Scooter India Pvt Ltd (CB Shine, Shri)												
India Kawasaki Motors Pvt Ltd (KX112)												
India Yamaha Motor Pvt. Ltd (Rialto, YZF125)												
Suzuki Motorcycle India Pvt. Ltd (Hayabusa)												
TVS Motor Company Ltd (Raizer Star City 125, Victor)												
Total B3	3,90,079	3,89,326	20,31,543	20,02,464	3,06,529	3,15,095	15,03,662	15,68,501	83,949	70,922	5,30,523	3,72,082
B4: Engine Capacity >125 CC but less than equal to 150 CC												
Bajaj Auto Ltd (Boxer GT 150, Pulsar)												
Hero MotoCorp Ltd (Junik)												
Honda Motorcycle & Scooter India Pvt Ltd (CB Unicorn 15)												
India Yamaha Motor Pvt. Ltd (YZ, S2)												
Total B4	39,736	20,650	1,91,300	1,30,716	20,453	14,272	1,05,701	98,933	11,325	9,742	78,123	41,814
B5: Engine Capacity >150 CC but less than equal to 200 CC												
Bajaj Auto Ltd (Avenger, Husqvarna, KTM, Pulsar)												
Hero MotoCorp Ltd (Xpulse 200, Xreme)												
Honda Motorcycle & Scooter India Pvt Ltd (CB 200X, CB H)												
India Kawasaki Motors Pvt Ltd (W170)												
India Yamaha Motor Pvt. Ltd (MT 15, R15)												
Suzuki Motorcycle India Pvt. Ltd (Gixxer, Intruder)												
TVS Motor Company Ltd (Apache)												
Total B5	1,82,198	1,48,099	7,86,794	8,87,106	1,37,449	1,16,592	6,11,849	8,02,295	36,892	38,199	2,88,861	2,40,082

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Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of September 2023 and Cumulative for April-September 2023													
												Report IV	
												(Number of Vehicles)	
Category	Production				Domestic Sales				Exports				
	Segment/Subsegment		September 2022	September 2023	April-September 2022-23	April-September 2023-24	September 2022	September 2023	April-September 2022-23	April-September 2023-24	September 2022	September 2023	April-September 2022-23
Manufacturer													
B6: Engine Capacity >200 CC but less than equal to 250 CC													
Hero MotoCorp Ltd (Karimnagar)													
India Kawasaki Motors Pvt. Ltd. (KI X700R, S.KX 250)													
India Yamaha Motor Pvt Ltd (FZ25)													
Suzuki Motorcycle India Pvt Ltd (Gixxer 250 V-Stream SX)													
TVS Motor Company Ltd (Ronin)													
Total B6													
B7: Engine Capacity >250 CC but less than equal to 350 CC													
Honda Motorcycle & Scooter India Pvt Ltd (CB 300N CB3)													
India Kawasaki Motors Pvt. Ltd (Ninja300)													
Mahindra Two Wheelers Ltd (Mopla)													
Royal Enfield (Unit of Eicher Motors) (Bullet 350, Bullet 350)													
TVS Motor Company Ltd (TMW,RR 310)													
Total B7													
B8: Engine Capacity >350 CC but less than equal to 500 CC													
Hero MotoCorp Ltd (HD X440)													
Honda Motorcycle & Scooter India Pvt Ltd (CB 500)													
India Kawasaki Motors Pvt. Ltd (KLX450R, KX450 Ninja 400)													
Royal Enfield (Unit of Eicher Motors) (Himaayan)													
TVS Motor Company Ltd (TVMW,RR 310)													
Total B8													
B9: Engine Capacity >500 CC but less than equal to 800 CC													
Honda Motorcycle & Scooter India Pvt Ltd (CRF 850F)													
India Kawasaki Motors Pvt. Ltd (Ninja650 Versys 650, V-c)													
Royal Enfield (Unit of Eicher Motors) (Twin Super Mot)													
Suzuki Motorcycle India Pvt Ltd (DL650XA)													
Triumph Motorcycles India Pvt. Ltd (Street Triple, Tiger 800)													
Total B9													

SIAM													
Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of September 2023 and Cumulative for April-September 2023													
												Report IV	
												(Number of Vehicles)	
Category	Production				Domestic Sales				Exports				
	Segment/Subsegment		September 2022	September 2023	April-September 2022-23	April-September 2023-24	September 2022	September 2023	April-September 2022-23	April-September 2023-24	September 2022	September 2023	April-September 2022-23
Manufacturer													
B10: Engine Capacity >800 CC but less than equal to 1000 CC													
Hero MotoCorp Ltd (883 Iron)													
India Kawasaki Motors Pvt. Ltd (Ninja ZX 10R, Z900, Z900R)													
Plaggio Vehicles Pvt Ltd (Moto G.22)													
Suzuki Motorcycle India Pvt Ltd (Katana)													
Triumph Motorcycles India Pvt. Ltd (Boreville 1000 Speed)													
Total B10													
B11: Engine Capacity >1000 CC but less than equal to 1600 CC													
Hero MotoCorp Ltd (1200 X-Fight Nightster, Pan Am)													
Honda Motorcycle & Scooter India Pvt. Ltd (Africa Twin)													
India Kawasaki Motors Pvt. Ltd (Ninja1000 Versys 1000)													
Suzuki Motorcycle India Pvt Ltd (Hayabusa)													
Triumph Motorcycles India Pvt. Ltd (Boreville Bahner, Tond)													
Total B11													
B12: Engine Capacity >1600 CC													
Hero MotoCorp Ltd (Fat Bob, Fat Boy 107, Fat Boy 114, Le)													
Honda Motorcycle & Scooter India Pvt. Ltd (G1800)													
Triumph Motorcycles India Pvt. Ltd (Rocket III, Rocket III R)													
Total B12													
Total Motorcycle/Step-Throughs													
C: Moped: More than 75 CC to 100 CC and with fixed transmission Ratio, Big wheel size - more than 12"													
C1: Engine capacity less than or equal 100 CC													
TVS Motor Company Ltd (TVS XL)													
Total Mopeds													
Total Two Wheelers													
Bajaj Auto Ltd (Xtreme)													
Bajaj Auto Ltd (Xtreme)													
Total Quadricycle													
Grand Total													
Sector of India Automobile Manufacturers (SIAM 2023)													



SIAM						
Category & Company wise Summary Report of Commercial Vehicles for April-September 2023						
						Report II
						(Number of Vehicles)
Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April-September		April-September		April-September	
Manufacturer	2022-23	2023-24	2022-23	2023-24	2022-23	2023-24
Commercial Vehicles (CVs)						
Ashok Leyland Ltd	86,380	92,879	79,639	86,052	5,307	5,123
Force Motors Ltd	8,812	12,884	8,629	12,179	65	161
Isuzu Motors India Pvt Ltd	10,701	12,130	641	954	8,235	7,766
Mahindra & Mahindra Ltd	1,33,081	1,44,812	1,23,076	1,29,760	12,004	7,581
Maruti Suzuki India Ltd	24,730	15,641	19,509	15,496	1,562	996
Olectra Greentech Limited	280	140	280	140	-	-
SML Isuzu Ltd	5,922	7,070	6,178	7,053	107	80
Switch Mobility Automotive Ltd	NA	15	NA	52	-	-
Tata Motors Ltd	2,01,614	1,99,975	1,86,133	1,75,346	11,934	8,393
Toyota Kirloskar Motor Pvt Ltd	460	1,065	457	1,137	-	-
VECV-Eicher	36,677	40,273	31,265	36,178	3,092	1,764
VECV-Volvo	NA	NA	672	716	-	-
Total Commercial Vehicles (CVs)	5,08,667	5,26,884	4,56,479	4,65,063	42,306	31,864

Society of Indian Automobile Manufacturers (SIAM) 2023

SIAM						
Segment & Company wise Production, Domestic Sales & Exports Report of Commercial Vehicles for April-September 2023						
						Report III
						(Number of Vehicles)
Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April-September		April-September		April-September	
Manufacturer	2022-23	2023-24	2022-23	2023-24	2022-23	2023-24
Commercial Vehicles (CVs)						
M&HCVs						
A: Passenger Carriers						
Ashok Leyland Ltd	7,032	10,073	3,793	7,372	2,896	3,186
Force Motors Ltd	37	-	37	-	-	-
Olectra Greentech Limited	280	140	260	140	-	-
SML Isuzu Ltd	1,660	2,272	1,752	2,354	9	41
Switch Mobility Automotive Ltd	NA	15	NA	52	-	-
Tata Motors Ltd	1,914	3,505	4,507	5,814	917	1,164
VECV-Eicher	6,217	7,834	5,269	6,557	549	516
Total A: Passenger Carriers	17,160	23,839	15,638	22,289	4,371	4,907
B: Goods Carriers						
Ashok Leyland Ltd	46,574	49,390	44,422	46,861	1,717	832
Mahindra & Mahindra Ltd	3,102	4,301	2,646	3,846	63	33
SML Isuzu Ltd	1,053	1,117	1,063	991	27	20
Tata Motors Ltd	79,720	82,000	71,127	73,616	3,766	1,801
VECV-Eicher	23,896	25,264	20,047	23,339	1,862	847
VECV-Volvo	-	-	672	716	-	-
Total B: Goods Carriers	1,54,145	1,62,072	1,39,977	1,49,369	7,455	3,533
Total M&HCVs	1,71,305	1,85,911	1,55,615	1,71,658	11,826	8,440

NA-Not Available

SIAM						
Segment & Company wise Production, Domestic Sales & Exports Report of Commercial Vehicles for April-September 2023						
						Report III
						(Number of Vehicles)
Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April-September		April-September		April-September	
Manufacturer	2022-23	2023-24	2022-23	2023-24	2022-23	2023-24
LCVs						
A: Passenger Carriers						
Ashok Leyland Ltd	591	559	404	392	144	197
Force Motors Ltd	7,877	12,301	7,673	11,625	64	143
Mahindra & Mahindra Ltd	549	1,720	504	1,665	-	-
SML Isuzu Ltd	2,385	2,875	2,401	2,987	22	14
Tata Motors Ltd	9,427	17,873	9,835	9,496	576	855
VECV-Eicher	1,468	1,686	1,368	1,415	96	67
Total A: Passenger Carriers	22,297	37,014	22,185	27,550	902	1,276
B: Goods Carriers						
Ashok Leyland Ltd	32,193	32,857	31,020	31,427	550	908
Force Motors Ltd	698	583	919	554	1	18
Isuzu Motors India Pvt Ltd	10,701	12,130	641	954	8,235	7,766
Mahindra & Mahindra Ltd	1,29,430	1,36,791	1,19,926	1,24,249	11,941	7,548
Maruti Suzuki India Ltd	24,730	15,641	19,509	15,496	1,562	996
SML Isuzu Ltd	804	806	962	721	49	5
Tata Motors Ltd	1,10,553	96,597	1,00,664	86,420	6,675	4,573
Toyota Kirloskar Motor Pvt Ltd	460	1,065	457	1,137	-	-
VECV-Eicher	5,296	5,489	4,581	4,867	565	334
Total B: Goods Carriers	3,15,065	3,03,959	2,78,679	2,65,825	29,578	22,148
Total LCVs	3,37,362	3,40,973	3,00,864	2,93,405	30,480	23,424
Total Commercial Vehicles (CVs)	5,08,667	5,26,884	4,56,479	4,65,063	42,306	31,864

Society of Indian Automobile Manufacturers (SIAM) 2023



SIAM							
Sub-segment & Company wise Production, Domestic Sales & Exports Report of Commercial Vehicles for April-September 2023							
							Report IV
(Number of Vehicles)							
Category	Production		Domestic Sales		Exports		
Segment/Subsegment	April-September		April-September		April-September		
Manufacturer	2022-23	2023-24	2022-23	2023-24	2022-23	2023-24	
Commercial Vehicles (CVs)							
M&HCVs							
A: Passenger Carriers							
C : Max Mass/GVW more than 7.5 tonnes but less than or equal to 9.5 tonnes (M3)							
C2: No. of seats including driver exceeding 13 (M3)							
a : Buses Fully Built							
Ashok Leyland Ltd	232	120	276	398	24	20	
Force Motors Ltd	37	-	37	-	-	-	
SML Isuzu Ltd (Executive LX, Supreme 4240, Supreme 476)	987	1,246	1,640	2,192	9	41	
Tata Motors Ltd	1,809	2,373	2,545	696	413	556	
VECV-Eicher (.10.90/Pro3009)	2,576	2,927	2,276	2,278	248	241	
Total a	5,641	6,666	6,774	5,564	694	858	
b : Buses Chassis							
Ashok Leyland Ltd	396	424	53	28	171	401	
SML Isuzu Ltd (Supreme 424D, S7 5100, Super AB)	666	971	86	70	-	-	
VECV-Eicher (10.90, 10.90/Pro3009)	1,736	2,307	1,504	2,202	110	45	
Total b	2,798	3,702	1,643	2,298	281	446	
Total C	8,439	10,368	8,417	7,862	975	1,304	
D: Max Mass/GVW more than 9.5 tonnes but less than or equal to 12 tonnes (M3)							
D1: No. of seats including driver exceeding 9 but less than or equal to 13 (M3)							
a : Buses Fully Built							
Ashok Leyland Ltd	-	-	-	-	65	-	
Total a	-	-	-	-	65	-	
b : Buses Chassis							
Ashok Leyland Ltd	446	509	-	-	374	507	
Total b	446	509	-	-	374	507	
Total D1	446	509	-	-	439	507	

SIAM							
Sub-segment & Company wise Production, Domestic Sales & Exports Report of Commercial Vehicles for April-September 2023							
							Report IV
(Number of Vehicles)							
Category	Production		Domestic Sales		Exports		
Segment/Subsegment	April-September		April-September		April-September		
Manufacturer	2022-23	2023-24	2022-23	2023-24	2022-23	2023-24	
D2: No. of seats including driver exceeding 13 (M3)							
a : Buses Fully Built							
Ashok Leyland Ltd	94	305	121	501	-	-	
SML Isuzu Ltd	20	45	20	76	-	-	
Tata Motors Ltd	105	1,132	981	3,086	-	2	
VECV-Eicher	606	543	486	573	1	-	
Total a	825	2,025	1,608	4,216	1	2	
b : Buses Chassis							
Ashok Leyland Ltd	606	786	426	584	16	-	
SML Isuzu Ltd	7	10	6	16	-	-	
VECV-Eicher (.12.12)	434	585	445	539	-	-	
Total b	1,047	1,381	877	1,139	16	-	
Total D2	1,872	3,406	2,485	5,355	17	2	
Total D	2,318	3,915	2,485	5,355	456	509	
E : Max Mass/GVW more than 12 tonnes but less than or equal to 14.5 tonnes (M3)							
E2: No. of seats including driver exceeding 13 (M3)							
a : Buses Fully Built							
Ashok Leyland Ltd	5	39	71	66	-	-	
Olectra Greentech Limited (IX Electric Bus)	164	39	164	39	-	-	
Tata Motors Ltd	-	-	102	310	100	-	
VECV-Eicher	5	112	3	87	-	-	
Total a	174	190	340	502	100	-	
b : Buses Chassis							
Ashok Leyland Ltd	535	1,316	432	1,179	-	-	
VECV-Eicher	9	74	17	45	-	-	
Total b	544	1,390	449	1,224	-	-	
Total E2	718	1,580	789	1,726	100	-	
Total E	718	1,580	789	1,726	100	-	
F : Max Mass/GVW more than 14.5 tonnes but less than or equal to 18.5 tonnes (M3)							
F1: No. of seats including driver exceeding 9 but less than or equal to 13 (M3)							
a : Buses Fully Built							
Ashok Leyland Ltd	-	-	56	-	-	-	
Total a	-	-	56	-	-	-	
Total F1	-	-	56	-	-	-	

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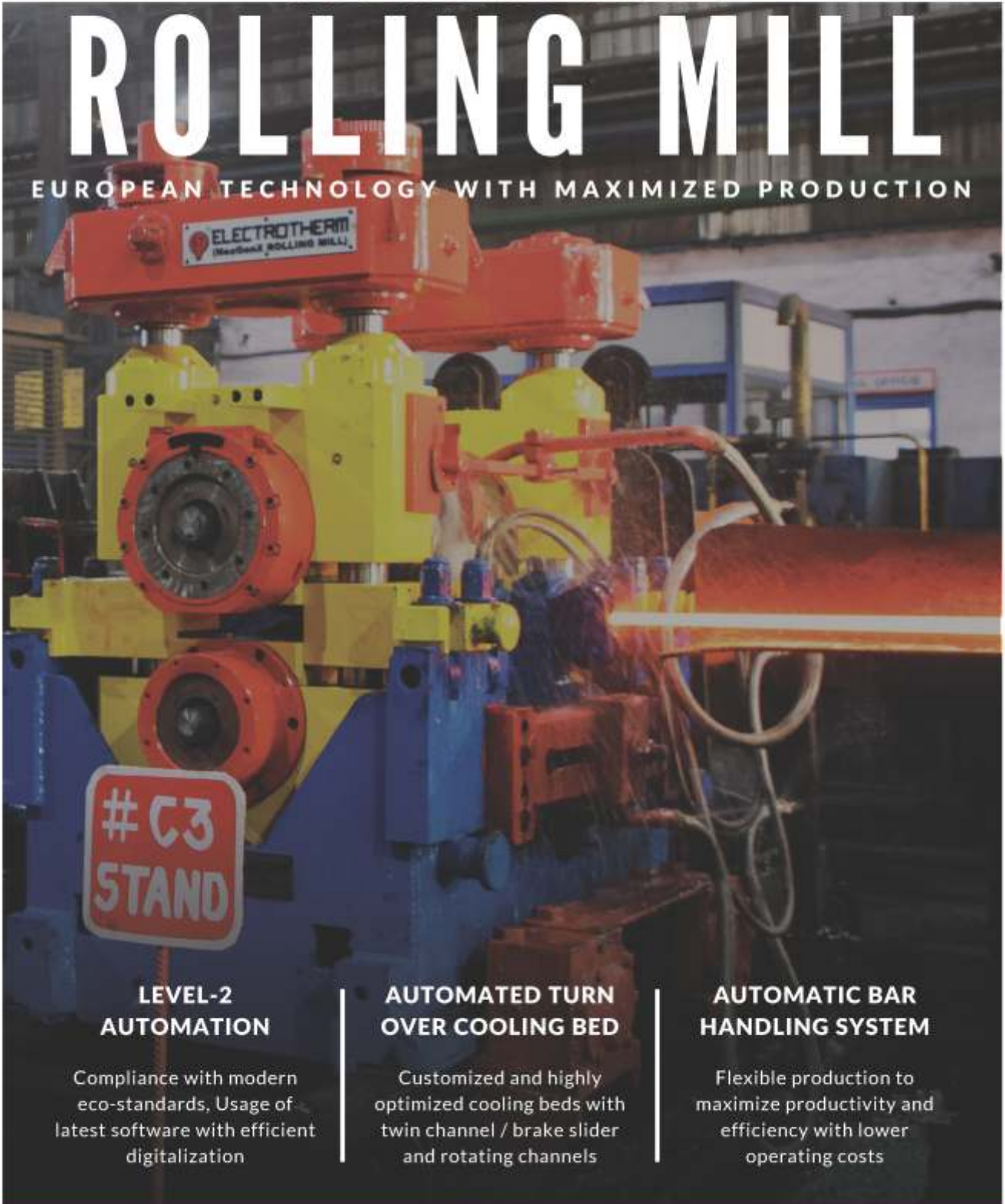




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