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(Khopoli & Hosur)
Tata Steel Limited

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D. A. Chandekar
Editor

Dear Readers,

The economic growth of any region has a strong co-relation with the geo politics and so the iron & steel The sector is also dependent on the international situation.

Today, the uncertainty in the world is increasing. We thought the Ukraine – Russia war will get over in few weeks but even after more than a year, it is still continuing. This has not only affected international trade of Russia and Ukraine but has also damaged few shipping routes. The clash between Hamas and Isreal started in early October. Everybody thought is is a question of just few days for Isreal and also the problem is small and localised. Now almost four months are over and the problem is far from over. More and more groups and countries are getting involved in this issue, directly or indirectly, and now its seems that the whole middle east region is affected by this issue. We all know that conventionally the MENA region is a big importer of steel from Turkey, China, CIS etc. But now the future of this trade remains hung due to war like situation in the region. Also going down of China's GDP growth rate has affected its international trade.

All the above factors have contributed to induce fluidity in the global geo-political situation and has naturally affected the industry and mainly the international trade. This is where one can understand the rising importance of India. To understand the situation in India better, we have to take into consideration two important points. Firstly, India is a consumption driven economy and secondly, it has a very little international trade component. Though in normal situations this would have been considered as a negative point, in stressful situations like today, this becomes a positive point. Also our huge population, may be a negative point otherwise, certainly pushes the consumption up. Most countries in the world are fearing a recession due to the disturbances mentioned above but the sentiment in India is totally different. We are expecting a robust economic growth in coming years which surely translate in to a big steel demand. No wonder in the chart of 'Countries facing recession probability' India rightfully assumes the last position.

Friends, this does not mean that the iron & steel industry in India is free from all the problems and challenges. The future road is going to be corrugated and with stiff competition. Only the best is going to survive. On one hand it has a lot of opportunities and on the other, a lot of challenges. Only few steel plants are going on the path of digitalization, green steelmaking remains a big challenge facing the industry, re-cycling is not being practised to the extent it should. A lot of unsolved problems. With all this, I would say that we will have a very challenging yet exciting and interesting journey ahead.

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"Steel Companies are Becoming Efficient and Innovative "

Kapil Modi
Executive Plant Head, (Khopoli & Hosur)
Tata Steel Limited

Kapil Modi comes from Hazaribagh, Jharkhand from a Business family. He is graduated in Electronics Engineering from RIT Jamshedpur (Now NIT Jamshedpur) in 1996 in first class with distinction. He joined Tata Steel in 1996 and since them he has been working with Tata Steel in various roles.

Total work experience of 26+ years in various functions and units of Tata Steel

1. May 2018 till date – Executive Plant Head at Tata Steel, Khopoli & Hosur – It is downstream unit manufacturing flat products, Tube and Pipe. Appx capacity is 0.8MTPA, annual turnover is appx 5000Cr and total employee (Own and contractual) appx 6000. I was selected by Tata Steel Management to lead Khopoli and Hosur downstream unit after Bhushan steel was taken over through NCLT. This has been a challenging assignment as the erstwhile owner way of doing business was much different from Tata Way of doing business.
2. 2014 to 2018 May – Worked in at 6MTPA Iron ore pelleting plant at Tata Steel, Jamshedpur. This plant was a turnaround story for me and few others as we were assigned to improve the operation as the new 6MTPA pellet plant was not doing well and had very poor production, quality and environmental performances. Within 3 year, this unit was turned around to one of the best pellet plants in world.
3. 2011 to 2013 – Head TQM and Quality assurance Shared Services. During this period,
4. 1996 till 2010 – CRM Project and CRM Operation and Maintenance. At CRM, I got opportunity to work closely with Japanese organisations like Nippon Steel, Hitachi, Mitsubishi, Toshiba etc. This lead to development of my workstyle which is more SOP based and system Oriented.

He has been engaged in development of process like Daily Management in Maintenance function at Tata Steel, Development of standard maintenance practices at Tata Steel, Development of QA in maintenance and QA in spares management at Tata Steel. These were done during our journey of applying for Deming prize and Deming grand prize in Tata Steel.

He has been associates in digital journey of Tata Steel and have been actively working on Analytics & Robotics projects during my stint in Pellet Plant and in Khopoli.

Key achievements:

1. Successful turnaround of erstwhile Bhushan steel Ltd unit at Khopoli and Hosur. Bhushan Steel was taken over by Tata Steel through

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NCLT.

2. Successful turnaround of 6MTPA Pellet Plant at Steel when unit was under very bad condition related to safety, Environment, productivity and quality. Along with team, unit was completely turned around and was brought to world best level within 3 years.
3. Centrally coordinated development of Quality Assurance process in Shared Services (Maintenance, Power and Utilities) and Demin Grad Prize application and assessment.

D A Chandekar, Editor & CEO, Steelworld had an exclusive interaction with Kapil Modi, Executive Plant Head, Tata Steel Limited to understand how has Steel Management changed over years, role of technology in safety and crisis management in the plant, factors to be considered while drawing out a turn around strategy of a plant.

Q. How has Steel Management changed over years?

As it is said, change is the only constant thing. Likewise, steel management has always been changing over time. Changes are sometime internally driven by organization but is mostly impacted by external factors. Economy growth of a country, economy policy of government, availability of resource of the country and local competition are few factors which have lead to various change however in recent time, steel management are more impacted by global supply chain, change in climate and need to comply to net zero obligations, Industry 4.0 evolution and rise of China in past 25 years and not rise of India as major economy.

Over time steel companies are becoming more efficient, innovative and has been able to mitigate challenged being offered by alternate material from time to time.

Indian steel industry is now quickly catching up with global steel companies in term of product offering, adoption of technology and transition to green. India Steel industry is also preparing to play its role in growth of Indian economy and all Indian Steel giants have announced doubling of its capacity.

Q. Today, What is role of technology in safety and crisis management in the plant?

Currently we are in an era where many of the crises can be detected early and can be managed even autonomously with use of technology. Use of IOT, Data Analytics and AIML has enabled timely and quick detection of early warning, provide analysis, suggest possible action, or even auto action by AI tools. Video analytics also enables online detection of behavior related issues or detection of anomalies in remote and hard to access areas. Technology is also being used to deploy access control reducing chances of accidents to people who are less knowledgeable about hazard of the area. Hence Technology is coming as great help in early detecting and avoidance of accidents.

Q. What are the important factors to be considered while drawing out a turnaround strategy of a plant?

We are in the era of increased complexities and high penetration of internet which not only demands agile approach but also faster adoption of strategies. Turning around any unit may not have a set formula instead will need

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adopted from situation to situation.

However, there are few strategies which can be useful in most of the scenarios:

(1) PMO to be step up to quickly capture action points and ideas and enable its fast implementation.

(2) Immediate steps to be taken to improve cash flow and this may need few hard decisions. Cash flow, working capital, key cost KPIs and profitability to be closely monitored.

(3) If needed, hard call may need to be taken to exist few customer / segment which are certainly causing dent to business.

(4) Actions to be initiated to boost confidence in people and garner full support for the turnaround program.

(5) Process and plant reliability should be focus to ensure consistency in performance and hence, subordination from various function would be needed for turnaround program

(6) For a short period, resources need to be augmented to ensure faster action.

(7) Top leadership to give more time mainly to enable quick approval when needed.

Q. How has digitalization impacted today's steel plant management?

Digitalization / Industry 4.0 is a megatrend which has not only impacted Steel Industry but also benefited the industry. Various aspect like IOT, Data Analytics, Cloud based storage / computing, use of AIML etc are helping steel industry immensely. Depending on the ability of organization to use the technology, EBIDTA growth of 2 to 10% can be achieved through effective use of Digitalization.

Digitalization is being very well used in all aspect of steel company management like safety, Environment, Social, financial, Marketing and sales, Manufacturing, quality, reliability and so on.

Though this also comes with various threats related to cyber security, increased transparency of data and events of any organization, social media attention etc.

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SAIL achieves ABMS Certification for all its Plants and Units

Steel Authority of India Limited has become the first Maharatna Public Sector Unit to have implemented the Anti-Bribery Management System (ABMS) in all its Plants and Units. ABMS is a Management System which is designed in line with the ISO 37001:2016 to help an organization to prevent, detect and respond to bribery incidents.

The Bureau of Indian Standards (BIS) awarded the ABMS Certificate as per IS/ISO 37001:2016 to SAIL in the august presence of Shri Amarendu Prakash, Chairman, SAIL, Shri SN Gupta, CVO, SAIL, Dr. RK Tyagi, DDGC, BIS, Shri Ashish Tripathi, CVO, BISand other senior officers of SAIL.

Speaking on the occasion, Chairman SAIL said, "This certification is a testimony to the commitment of SAIL in promoting transparency and boosting the confidence of all the stakeholders in dealing with SAIL".

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Green Steelmaking- How Near, How Far ?

The Asian Metallurgy Show, originally a physical exhibition since 1997, transitioned to a digital platform in 2021 due to Covid. The virtual Steel n Metal Expo held from December 18-23, 2023, featured online stands and webinars covering topics like digitalization, commodity trading, and green steel production. A notable webinar titled 'Green Steelmaking – How Near, How Far?' addressed industry buzzwords such as sustainability and reducing carbon footprint.

The expert panel featured Rajib Kumar Paul, the Director of the National Institute of Secondary Steel Technology, overseeing various areas like Ferrous Metallurgy, Steelmaking, and R&D. Anand Parasramka, the CFO of Saarloha Advanced Materials Pvt. Ltd., a Kalyani Group Company, is a seasoned Chartered Accountant with 25+ years of experience, also handling sustainability at Saarloha. Accompanying them was Chandan Bharambe, Senior Manager in the MD's Office at Kalyani Steels Ltd. and an IIM Kozhikode alumnus, contributing to the creation of India's First Green Steel – Kalyani Ferresta. His focus includes branding, marketing, and business development for Kalyani Ferresta.

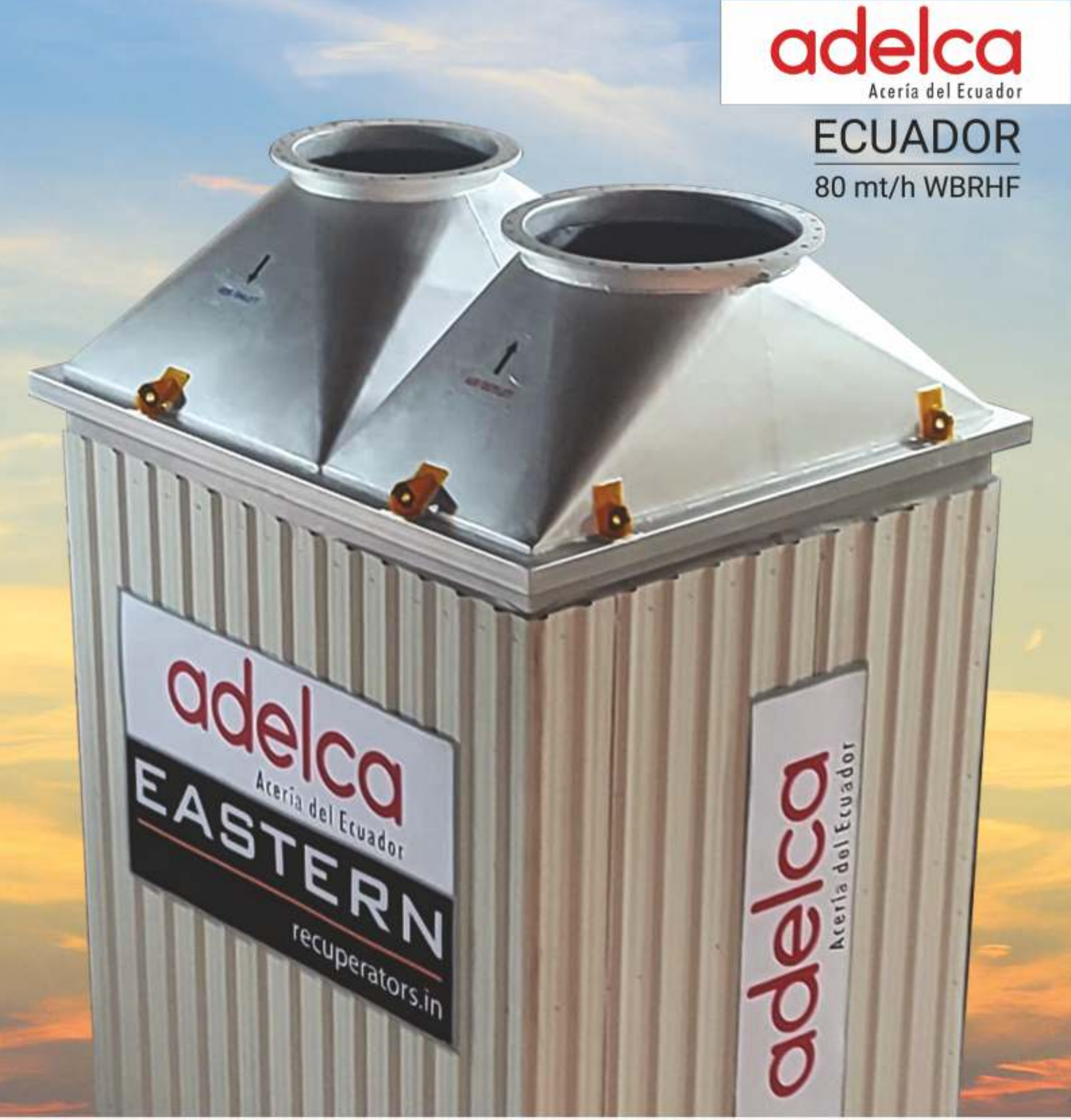
Rajib Paul (Director, NISST) - I extend a warm welcome to all the delegates and speakers. Firstly, I want to highlight our significant progress in the realm of hydrogen, particularly green hydrogen. We initiated action in this area earlier this year, with the National Green Hydrogen Mission in January, receiving an allocation of INR 19,744 crores. The policy frameworks are now in place, and leading banks like HDFC, ICICI, and SBI are developing financing frameworks for green hydrogen projects, covering credit appraisals, risk management, and consensus financing. Additionally, the European Investment Bank is collaborating on financing, addressing related issues.

Furthermore, the Reserve Bank of India has been recommended to prioritize green hydrogen in the banking sector. State governments and designated agencies, working in coordination with European energy efficiency, have formulated various policies. The focus is on producing hydrogen from biomass, and the necessary policy framework is established. Government encouragement aims to involve companies in achieving this goal. As we advance, the movement will facilitate penetration into the iron and steel sector, a significant contributor to greenhouse gas emissions.

Anand Parasramka - CFO, Saarloha Advanced Materials

Anand tell us about the steps taken by Kalyani Steel in the direction of green steel.

Anand Parasramka (CFO,



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Saarloha Advanced Materials, A Kalyani Group) - Kalyani Group operates two steel companies specializing in specialty steel—one in Karnataka called Kalyani Steels and the other in Pune named Saarloha Advanced Materials. Both produce similar products, with Kalyani Steels utilizing the blast furnace route, while Saarloha Advanced Materials employs the electric arc furnace route. Currently, the cost of using hydrogen in steel production is not competitive, posing a challenge for adopting green steel practices. Recognizing the need to move towards greener steel production, Kalyani Group engaged in discussions on how to achieve this transition. They particularly focused on the electric arc furnace route, considering it a low-hanging fruit without requiring new technologies. In 2021, following FMC's announcement outlining guidelines for greener steel, Kalyani Group initiated efforts to define and implement green steel practices.

While there was no clear industry-wide definition of green steel, Kalyani Group internally reviewed FMC guidelines, GS protocol, and ISO standards to formulate their own definition. In 2021, they developed an initial approach and sought consultations with external agencies. However, lacking the desired guidance, Kalyani Group conducted an in-house study, involving Mr. Chandan and his team.

To ensure credibility and acceptance, Kalyani Group sought the assistance of DNV for a third-party audit of their processes. The audit involved a comprehensive review, including an examination of recycling practices, reduction of emissions, optimized product use, and the integration of solar power. By October 2022, Kalyani Group successfully produced its first batch of green steel, with DNV certifying the process's adherence to green steel standards in December 2022.

The certification was officially launched in Delhi by the Steel Minister in December 2022. Kalyani Group is now eager to implement green hydrogen in the blast furnace, anticipating a future application in their Kalyani Steels' blast furnace to produce green steel commercially.

Rajib Paul- It's

encouraging to hear that we've taken the initial steps in our journey towards greener steel production. This journey is essential, considering the challenging global conditions, such as floods in Australia and abnormal temperatures in Northern India. Policy decisions are crucial, but individual efforts are equally important. As a country, India faces difficulties in shifting away from fossil fuels, especially coal, which is essential for electricity.

Progress needs to be gradual to avoid abrupt disruptions. While the steel industry might not be the top priority compared to other sectors, it's vital due to its significant energy consumption and greenhouse gas emissions. India, being a developing nation, must balance the transition to green practices with the need to provide electricity, steel, and livelihood to its citizens.

Addressing challenges like the scarcity of scrap and the need for cost-effective electricity is crucial. The cost of scrap cannot surpass the cost of primary materials like PMT, and importing scrap in bulk is currently challenging and expensive. Incentives and secondary policies are necessary to promote the use of scrap in the industry.

In conclusion, a coordinated effort from policymakers, logistics, and the steel industry is necessary for successful and viable green steel production in India. It's essential to prioritize livelihoods and ensure the industry's viability while gradually reducing emissions on a national level.

Chandan -. My colleague, Mr. Anand, and I have been deeply involved in this initiative right from its inception. The journey has been both exciting

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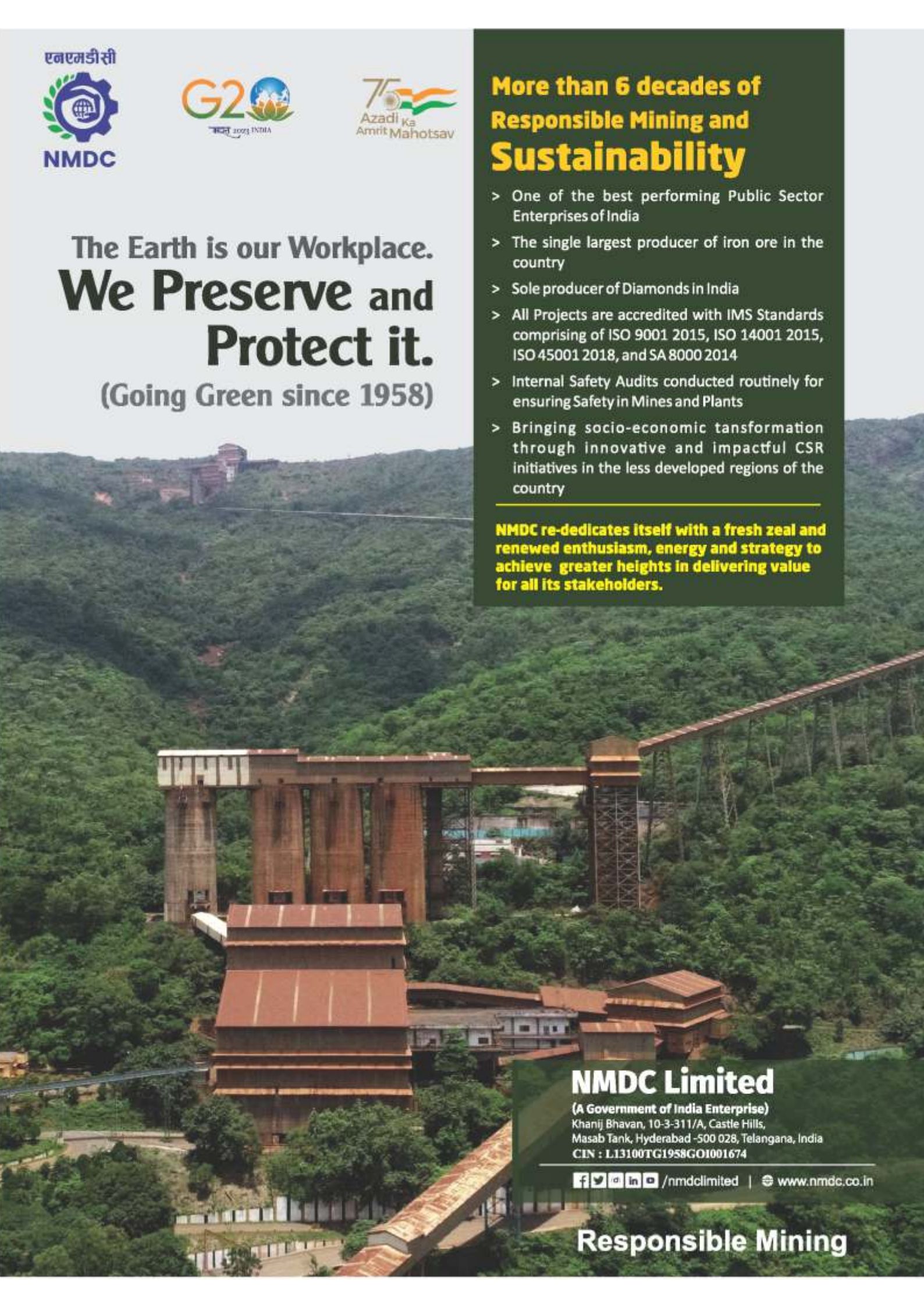

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Responsible Mining

Chandan Bharambe-
Senior Manager: Corporate Strategy, Kalyani Steels Ltd.

and challenging, especially given that we were venturing into uncharted territory in the country's first attempt at such an initiative. Sustainability, as a topic, is dynamic and continuously evolving, making our learning experience quite enriching.

Understanding and mapping our emissions was a crucial first step, a challenge that many steel players, beyond the industry leaders, still grapple with. Identifying emissions is fundamental to the subsequent process of decarbonization. As Mr. Paul mentioned, we enlisted the help of DNV to verify our emissions, enabling us to focus our efforts on reducing greenhouse gas emissions effectively.

For industries like ours, where electricity is a primary energy source, recognizing the potential for emission reduction was critical. While the journey presented challenges, including securing approvals and navigating the complexities of connecting electricity to our plant, we successfully executed the project and grasped its economic benefits.

Our green steel product, Greensty, has garnered considerable interest, with numerous inquiries from existing and potential customers. They are keen to understand how our product contributes to their decarbonization goals, as industries recognize the importance of suppliers like us in achieving global decarbonization targets.

Our customers are appreciative of the solution we provide, acknowledging that the steel industry plays a pivotal role in the overall decarbonization of supply chains. It brings us satisfaction to contribute to our customers' efforts towards decarbonization, and we foresee a future where we take pride in producing green steel that becomes an integral part of sustainable products. In essence, we are committed to working towards a greener and more sustainable future.

Rajib Paul - It appears

that we are making significant strides toward adopting greener practices in the steel industry. Many companies are securing funding and initiating projects aimed at environmental sustainability. For instance, I recently learned that Thermax, a leading energy conglomerate, is planning a 500 MW bio CNG plant in Rajasthan. This signifies a positive trend as more companies are realizing the impact of greenhouse gas (GHG) emissions, with current CO2 levels in the atmosphere reaching around 420 ppm, a significant increase from around 320 ppm a century ago.

The consequences of GHG emissions extend beyond the steel industry to sectors like livestock farming, particularly in dairy and poultry. These industries contribute to methane emissions, a potent greenhouse gas. Recognizing the urgency of the situation, companies are taking proactive measures. For instance, Thermax has set a target of achieving 1 GW of hybrid renewable energy solutions by 2026-27, incorporating carbon capture and sequestration (CCS) to capture and store around 500 tons of CO2 per day.

The move towards carbon capture is a positive step, but the focus should also be on effectively locking down and sequestering the captured CO2. This aspect remains an area for further exploration and improvement in the greening of steel production. It's evident that a collective effort is needed across industries, including steel, poultry, dairy, and more, to address the escalating levels of GHG emissions and work towards a sustainable future.

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Anand Parasramka - Discussing the financing aspect, a subject I'm well-versed in, acquiring funding has not been a hurdle, especially for large corporations like ours. However, the real challenge lies in obtaining affordable or concessional green financing. Despite the prevalent discussions about green bonds and financing, the costs associated with green finance are comparable to normal financing, presenting a substantial challenge. Conversations with various banks, both in India and overseas, have revealed a lack of incentives or concessions for green financing.

The financial landscape has evolved post-COVID, with interest rates rising from 4% to 6.5%, accompanied by liquidity challenges. This shift complicates financing for projects such as solar and wind power, crucial for reducing greenhouse gas emissions. The current scenario makes these projects financially unviable, despite positive intentions to reduce emissions. The financial viability of projects is paramount, as investing in costly projects that don't generate returns could jeopardize the existence of the company.

While we receive numerous inquiries from customers in India and Europe, the absence of a green premium in the market has led potential investors to hesitate. The impending implementation of environmental regulations lacks urgency for them until there are penalties or taxes imposed.

Addressing this, I believe the government should incentivize and facilitate consistent green financing to encourage sustainable projects. Previously, borrowing in dollars was cost-effective, but the current scenario sees financing challenges, even though borrowing large sums is feasible. The key now is to secure affordable financing rates, and I advocate for initiatives to be taken in this direction to support the green finance ecosystem.

Rajib Paul - Sure, I understand. That's why I mentioned earlier about the ongoing efforts with HDFC, ICICI, and SBI. They are actively engaged in developing a framework for conscious energy financing for this specific mission. It might take a couple more months, but the groundwork is being laid, and discussions are underway to establish a consistent financing structure.

Anand Parasramka - Banks operate as businesses and cannot offer financi ng at a rate lower than their cost of funds. It essentially boils down to a demand-supply dynamic. If banks can secure cheaper financing from their sources, they can extend it to us. I understand that SBI is exploring options like borrowing from IDBI and seeking funds from the Open bank, but the amounts involved are minimal. Realistically, without policy intervention or some form of government subsidy, it seems challenging for any bank in India to provide affordable green financing at the moment. While I would be thrilled if they could do so as part of the Green Initiative, practical constraints must be considered. In addition to addressing the financing challenges, simplifying the approval process is equally vital. Establishing such plants is a complex undertaking, and obtaining approvals often proves to be a significant hurdle. In our case, despite the project being ready to supply power, delays in approvals resulted in wasted time and

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energy. The government has taken a positive step by introducing policies for ALM (Atmanirbhar Manufacturing) to support local industries. However, local industries face challenges in meeting the required standards and volumes. Most of the work involves assembly, and the quality of domestically produced modules falls short compared to those imported from countries like Vietnam and China. For instance, we have solar power installations in India, with two relying entirely on Chinese or Vietnamese-made modules. Interestingly, the generation from the modules imported is 10% higher than that from domestically procured modules. Striking a balance between supporting the local industry on the supply side and aiding customers on the buying side is crucial. This approach will contribute to achieving a substantial capacity for green energy production in India, aligning with our goals for GAG emission reduction.

Mr. Rajib Paul- This crucial aspect we've discussed is vital, especially in the technological realm. Most electric and arc equipment, particularly in primary steel production, is sourced from Europe or other advanced countries. Unfortunately, our nation lacks proficient equipment manufacturers. To address this, we urgently require investments in research and development. Additionally, efforts should be made to elevate our equipment manufacturers to international standards. Regrettably, our talented workforce has not significantly contributed to this sector, hindering progress in manufacturing. The carbon credit system is on the verge of implementation, and it's anticipated to take effect shortly. It seems to be in the final stages of notification and is making its way into India.

Anand Parasramka - Certainly, the carbon credit system is already established overseas. Currently, at our group level, we actively engage in importing. We've been utilizing this approach, and it has proven to be beneficial, allowing us to secure considerable coverage. Moreover, the pricing for carbon credits has significantly decreased over time. Initially ranging from $30 to $40 per certificate, it has now dropped to below $1. This development is advantageous for our operations.

Chandekar – Could you please provide specific advice or message that you'll would like to offer to new entrants in this area?

Rajib Paul - For newcomers in this field, my suggestion is to establish a clear timetable and roadmap, emphasizing the importance of resource mobilization. Having a well-thought-out plan is crucial for any company entering this sector. Additionally, considering that this is a relatively new area for the government as well, it's expected that policies will be rolled out in the coming months. While the government might take some time to respond, it's not discouraging. Patience is key, and I believe that as the government becomes more receptive, positive changes will gradually take place. Therefore, my advice to all companies is to take proactive steps in this direction without being disheartened.

Chandan Bharambe - For those entering this field, the primary step is to identify the sources of emissions. Once this is accomplished, subsequent actions will naturally follow. Identifying the specific locations of emissions is crucial, as the intention would be to minimize them. However, due to the existence of diverse standards and methodologies for measuring emissions, the industry currently faces some confusion. In navigating this complexity, it is essential to extract clarity from the chaos, pinpoint the sources of emissions, and trust that a coherent plan will emerge. Therefore, anyone venturing into this area should initially focus on mapping out emissions within the context of

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existing steelmaking processes.

Anand Parasramka - My suggestion is that everyone should commence working in this direction without relying on government incentives or support. While it might not be mandatory at the moment, it's a time-consuming process, as demonstrated by our nearly one-and-a-half-hour discussion. It's important to proactively engage in this initiative rather than being caught off guard when customers suddenly demand environmentally conscious products. It's advisable to start working on this now, and there are agencies that can guide and define the process. By following the outlined process, businesses can be prepared for any delays that may arise.

Mukand Ltd. Signs Deal for 43.75 MW Solar Plant with Tata Power Renewables.

Project to generate 99.82 MUs of power and expected to offset ~54687 CO2 emissions annually

Mukand Limited, the pioneering force in the realm of specialty steel long products and heavy machinery in India, proudly announces a groundbreaking partnership with Tata Power Renewable Energy Limited (TPREL), a prestigious subsidiary of Tata Power and a key player in the renewable energy sector. This momentous collaboration marks the signing of a *Power Delivery Agreement (PDA)* for a cutting-edge 43.75 MW AC Group Captive Solar project located at Jamkhed in Maharashtra. The installation is poised to generate an impressive 99.82 MUs annually, thereby contributing significantly to India's renewable energy goals.

This visionary project holds the potential to offset a substantial 54,687 Metric Tons of CO2 emissions per year, aligning seamlessly with Mukand Limited's commitment to greener manufacturing practices. TPREL will spearhead the construction, operation, and maintenance of this group captive solar power plant, emphasizing stringent adherence to quality standards and environmental sustainability.

Scheduled for commissioning by March 2024, this solar venture represents a significant step towards Mukand Limited's mission of sustainable energy sourcing for their manufacturing operations. The initiative also underlines TPREL's dedication to empowering partners like Mukand Limited in embracing non-conventional energy solutions, fostering a greener future for the industry.

Commenting on this momentous collaboration, Mr. Shashibhushan Upadhyay, President, Mukand Limited, expressed his gratitude, stating, "We are thankful for the collaborative efforts between Tata Power Renewables and Mukand Limited. This strategic partnership will not only drive our mission of sourcing clean energy for our manufacturing operations but will also bolster our commitment to meeting our climate change commitments."

The Government of India's proactive stance in promoting group captive projects has paved the way for accelerated renewable energy adoption. Through policy amendments and initiatives, the environment for collective investments in renewables has been nurtured, ensuring cost savings, emission reduction, and energy security for industries across the nation.

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Aubert & Duval Invests in SMS Group Press for Decarbonization Forgings

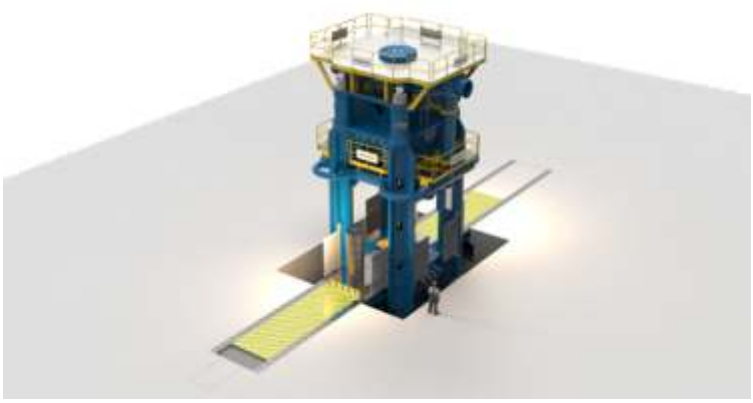
Aubert & Duval placed an order with SMS group in Mönchengladbach for a hydraulic closed-die forging press for its Pamiers site in Ariège, France. The contract is at the heart of the company's vision to make Aubert & Duval a leading European metallurgy company, particularly in the fields of aerospace, energy, and defense and to be prepared for the next generation of aircraft.

The four-column, hydraulic closed-die forging press to be supplied by SMS has a forging force of 60 MN. Going forward, this will enable Aubert & Duval to produce particularly precise forgings, such as turbine disks, shafts and structural parts.

The modular structure of the hydraulic press means it can accommodate an isothermal forging module, which Aubert & Duval will use in future to manufacture high-performance components for aircraft and engines based on vacuum powder metallurgy.

The force-transmitting telescopic cylinder is driven by frequency-controlled pumps that can be switched off. This provides for energy-optimized press control with three press force stages (20, 40, and 60 MN). What's more, the press is equipped with extensive sensor technology for future digitalization, and is thus ready for Industry 4.0.

The press is scheduled to go into operation in 2027 and will replace an older Schloemann closed-die forging press supplied by SMS, which was built in



1932. Thanks to the new, state-of-the-art robot environment, the new press will be better integrated into the existing production infrastructure.

The new plant contributes to achieving Aubert & Duval's decarbonization targets, as it operates in a far more energy-efficient way than the old facility. Not only that, the forgings that the press can manufacture allow the turbines to be designed more cost-effectively and with a higher level of performance, leading to a significant improvement in the efficiency of the turbines.

Bruno Durand, CEO of Aubert & Duval: "This major investment paves the way for Aubert & Duval's medium and long-term future. In serving our customers, our primary goal is to modernize and drastically improve our industrial performance and capability. Yet to make Aubert & Duval the metallurgy leader in Europe, we need to look even further ahead and anticipate what technical developments are to come: This is also the task of this new instrument. We would like to thank our shareholders who, by making this investment, demonstrate the trust and ambition they have in the company and its teams."

"With this new forging technology, Aubert & Duval can process completely new material combinations and thus make a significant contribution to achieving greater drive efficiency for aerospace applications. As a long-standing partner of Aubert & Duval, we are proud, thanks to this new press, to work with them on jointly achieving the company's goals of becoming one of Europe's leading metallurgical companies, especially in the aerospace sector," says Thomas Winterfeldt, Executive Vice President Forging Plants, SMS group.

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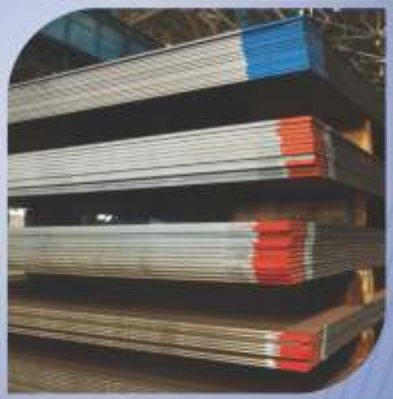


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Excellent Start for Strip Plant at NMDC

This is the first plant in India featuring vertical-curved casters and hot-strip mill with separation between roughing and finishing

NMDC Steel Ltd. relied on Danieli and its QSP technology to enter the steel production business.

The Danieli QSP plant is part of the new NMDC steel complex, located at Nagarnar, in Chhattisgarh, India, and it is designed to produce 2.9 Mtpy of hot-rolled coils, in strip thicknesses ranging from 1.0 mm to 16 mm, widths from 900 to 1650 mm, in coils weighing up to 35 tons.

This project consisted of a complete turnkey package led by Danieli, which supplied two vertical-curved casters, a complete rolling mill in 2+4 stand configuration, two downcoilers, coil handling system with automatic pallet conveyor, off-line sample collecting and inspection systems, automation process controls and power distribution, metallurgy laboratory, segment and roll grinding workshops, WTP and the balance of the plant.

The casters feature patented liquid core technology with dynamic soft reduction for the highest productivity and best surface and internal quality of the slabs.

The mill makes use of a fine-shape control system with HAGC, heavy WR bending, the Danieli-patented Optimized Shaped Roll (OSR), and intensive cooling for thermomechanical rolling.

The finishing mill was designed for possible installation of an additional (fifth) stand.

The QSP plant had an impressive startup being able to produce good coils right after the first slab, as soon as the liquid steel was made available, on August 24, 2023

The thin-slab casting line #1 was commissioned reaching 19 heats (66% of production) in 24 hours on October 17, and the same target was reached for casting line #2 on November 18. In December, the achievements were confirmed during 72 hours of continuous operation for each line.

More than 10,000 HR coils have been produced during the first four months, and commissioning is continuing with the plant operating on three shifts.

Hot-rolled coil consumers from leading industries have shown interest and appreciation in the quality produced by NMDC on the Danieli QSP mill.

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Spotlight on Emerging Industry Dynamics at 2nd India Steel & Metal Conference

Domestic steel demand is poised for a period of sustained growth, with India's steel demand to grow at a CAGR of 8% till FY'32. Demand is projected to reach around 240 million tonnes (mnt) by that time from around 120 mnt currently. The post-COVID resurgence of the domestic

industry has been phenomenal and the CAPEX cycle looks robust, with about 18 mnt of capacity addition projected in CY'24. However, the efficacy of non-tariff measures to rein in the inflow of cost-competitive imports like expanding BIS and QCOs are yet to be proved, said experts at the 2nd India Steel & Metal Conference – Supply Chain & Sourcing Strategies organised jointly by SteelMint and the Steel Users Federation of India (SUFI).

The inaugural session was helmed by Ashwini Kumar, Economic Advisor, Ministry of Steel. Industry stalwarts dwelt at length on the outlook for long and flat steel demand. As material efficiency measures slowly take hold, the demand for thinner coils and strips will multiply, output of coated and galvanised products will surge and demand for newer grades for automotive and other applications such as oil and gas transportation will surface with increasing rapidity.

The outlook on the construction and real estate sectors is vibrant and demand for products with higher ductility and tensile strength will grow, while increasing the steel intensity of construction is the need of the hour. Prospects for pre-fabricated structures and pre-engineered buildings will rise and higher domestic production of advanced grades of rails such as head-hardened rails will contribute to replacing imports.

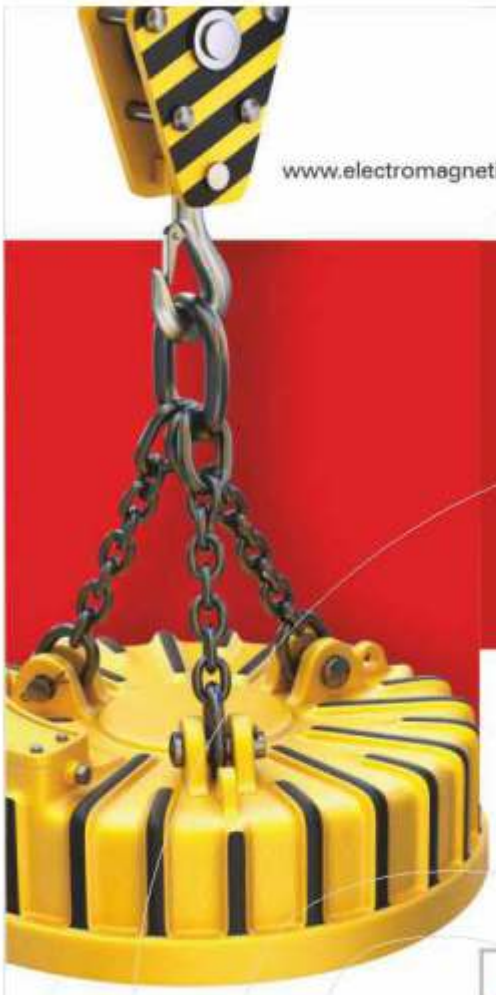
As the share of manufacturing to GDP rises to 22% by FY'32, the PLI schemes 1 and 2 are expected to boost domestic manufacturing thereby resulting in import substitution. However, scant or low demand for certain special grades is the reason behind mills not focusing on production of such grades.

But organised service centres can play a key role in bridging that supply gap, catering to demand for niche segments, and thereby directly contribute to controlling imports of such grades.

The threat of increasing Chinese steel exports and their impact on domestic steel prices is likely to persist in CY'24 and volatility may still continue on the global level due to geopolitical upheavals. This makes it imperative for market players to hedge price risks and steel futures in India are expected to gain ground as the years pass. Futures contracts on global exchanges such as SGX, etc. can also be used by domestic market participants to hedge risks for import/export transactions.

Day 1 of the conference culminated in the glitzy SUFI awards show. Small, medium and large steel mills from the integrated and secondary sectors were felicitated as per performance indicators such as ESG performance, energy efficiency, etc. Inspiring industry leaders were felicitated for their ground-breaking contributions to the industry.

The conference culminated with a master class on supply chain management and sourcing strategies conducted by experts from IIM which witnessed active interaction and exchange of views and ideas. The conclave received sponsorships from an astounding 17 companies. While SAIL was the principal sponsor of the event, JSPL and Birla Pivot were the platinum sponsors.



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Steel demand to witness continued growth next year

India's steel demand is set to continue its growth trajectory during 2024 but may slacken, as general elections due next year could potentially slow government spending, predict industry insiders and experts. With a consumption growth rate of around 15% y-o-y (year-on-year) in the first 10 months of the year, the overall Indian steel industry has experienced a demand surge that aligns directly with the overall GDP growth. Steel demand registered a growth of about 10% during FY23, when consumption touched 120 MT. "As the steel demand growth has been way higher than GDP growth this fiscal because of extensive infrastructure spending in a pre-election year and acceleration in the pace of construction and infrastructure ahead of the general elections next year. Under the budget for FY24, capital investment outlay for infrastructure was increased by 33% to ₹10 trillion, which is almost three times the outlay of 2019-20.

"India's emphasis on sustainable solutions is expected to drive increased usage (of stainless steel) across traditional applications, process industries, and the household sector, as well as in emerging strategic sectors such as defence, aerospace, and the green and blue economies," Abhudhay Jindal, managing director of JSL said.

Tata Steel sees growth in demand for steel to stay for the medium term. "The Indian economy is likely to remain buoyant even with a high-interest rate environment, and Indian steel demand is expected to retain its growth momentum. Investments in infrastructure and real estate, strong consumer sentiments, and government focus on turning India into a global production hub will continue to drive the domestic steel demand in India," Tata Steel said in an email response.

However, some observers see elections impacting the sector. "We might witness a decline in demand during Q4. As the election code of conduct kicks in, it is likely to have an influence on the impetus to infra and construction spending. So, we can expect a shift from the current 15% growth to around 10% by the close of FY24," said Priyesh Ruparelia, vice president, co-group head, corporate sector ratings at Icra Ltd.

Anticipating India's growth story to continue, top domestic players have also announced significant investments during the current fiscal year, but that is being threatened with the country becoming a net importer of steel.

India, during the first seven months of the current fiscal year (April – November), transitioned into a net importer of the alloy, importing 4.3 million tonnes of steel, as against exports of 4 million tonnes during the same period last year.

Jindal Steel & Power commissions 6 MTPA hot strip at Angul

Jindal Steel & Power Ltd. announced the commissioning of its 6 million tonnes per annum (MTPA) hot strip mill at its steel manufacturing facility at Angul in Odisha. The mill has been commissioned in a record time of 29 months, the hot strip mill (HSM) produced the first set of coils on January 10, 2024, which were dispatched this week on Monday, JSP said in a statement.

The inauguration of the hot strip mill is pivotal for the company's foray into the flat products market. The mill was commissioned in a record time of 29 months, the company said in a statement, and the hot strip mill produced the first set of coils on January 10. The coils were dispatched on January 15.

"Supplied by SMS SIEMAG, the HSM is capable of producing 1.00 mm thick and 1,680 mm wide coils and is equipped with advanced features like transfer bar cooling, edge heater, coil box, and heat shields, ensuring top-notch flatness, uniform mechanical properties, and production of superior value-added grades," it said.

Commissioning of the HSM positions the company to cater to various sectors, including auto, construction, oil, downstream cold rolling, galvanising, colour coating, etc, JSP said.

"Commissioning of HSM at Angul is an important milestone for Jindal to become a serious player in the flat products market. That it has been done in a record time adds to the growing list of firsts in the steel industry in India and globally," Pankaj Malhan, Executive Director of JSP's Angul Plant, said.

JSP is ramping up the capacity of the Odisha plant to 11.6 million tonnes per annum (MTPA) from the existing 5.6 MTPA. The company also has a plan to further double it up to 24 MTPA, making it the world's largest single-location steel plant.

Vizag steel supplies steel for Cochin Shipyard's dry dock project

Visakhapatnam Steel Plant (VSP), the corporate entity of the Rashtriya Ispat Nigam Limited (RINL), contributed to the dry dock project at the Cochin Shipyard Limited (CSL), which was inaugurated by Prime Minister Narendra Modi on January 17 this year.

Speaking to *The Hindu*, the RINL-VSP spokesperson said that the VSP contributed over 29,000 metric tons of steel for the dry dock project of the CSL, which consumed over 70,000 metric tons of steel, 9.5 times the quantity of the steel used for the Eiffel Tower in Paris.

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Tata Steel to shut blast furnaces at Port Talbot plant, 3,000 jobs at risk

Tata Steel announced on that it will shut down its two blast furnaces at Port Talbot Steelworks in Wales, UK, a move that may affect up to 2,800 jobs.

The company said the restructuring of the UK business – which entails moving to electric arc furnace technology – was intended to reverse more than a decade of losses and its transition from the legacy blast furnaces to a more sustainable, green steel business.

"The course we are putting forward is difficult, but we believe it is the right one. Having invested almost 5 billion pounds in the UK business since 2007, we must transform at pace to build a sustainable business in the UK for the long-term," said T V Narendran, chief executive officer and managing director, Tata Steel.

"Our ambitious plan includes the largest capital expenditure in UK steel production in more than a decade, guaranteeing long-term high-quality steel production in the UK and transforming the Port Talbot facility into one of Europe's premier centres for green steelmaking," he added.

Tata Steel acquired Corus in a 6.2 billion pound deal in 2007 and the UK operations have mostly been a drag. The company disclosed that it has invested 4.7 billion pound in its UK business since it acquired the business. This includes improvements to the UK steelmaking operations and processing sites, as well as covering financial losses and pension restructuring costs.

Gadchiroli gets second steel unit with ₹10k cr investment

Surjagad Ispat Private Limited, a new entity, will be pumping in ₹10,000 crore to set up an integrated steel plant in Maoist-affected Gadchiroli district, announced deputy chief minister Devendra Fadnavis on Tuesday. Sources in the state government said this will be another big steel project in the district after Lloyds Metals and Energy Limited's (LMEL) unit. LMEL has an iron ore mine in Surjagarh area of Gadchiroli. It will be setting up an integrated steel plant, 80km off the mining area, at Konseri in the same district.

The state government is expected to sign a memorandum of understanding (MoU) of over ₹45,000 crore at the World Economic Forum (WEF) summit at Davos, where chief minister Eknath Shinde is touching down. This will include proposals by both Surjagad Ispat and LMEL. Representatives of Surjagad Ispat would also be present there. LMEL has already started a sponge iron plant in the district, which is also a greenfield project.

A statement issued by Fadnavis said, "Had a very good meeting with Sunil Joshi, chairman of Surjagad Ispat Private Limited, at my residence in Mumbai.

Vestas introduces low-emission steel offering for wind turbines

Recognising the environmental impact of steel and iron components, Vestas has established a partnership with ArcelorMittal to launch a low-emission steel offering that significantly reduces lifetime carbon dioxide emissions from the production of wind turbine towers. This is yet another initiative where Vestas continues to execute on its sustainability strategy which also includes addressing the materials, we use to make wind turbines.

The low-emission steel is produced using 100% steel scrab which is melted in an electric arc furnace powered by 100% wind energy at the ArcelorMittal steel mill, Industeel Charleroi, in Belgium. The steel slabs are then transformed into heavy plates used for the manufacture of wind turbine towers, at ArcelorMittal's heavy plate mill in Gijon, Spain. These heavy plates made with low-emission steel are initially suitable for the entire onshore wind turbine towers and the top section of offshore wind turbine towers. The low-emission heavy plate steel has an Environmental Product Declaration (EPD), certified by an independent party, detailing the complete environmental footprint of the product, and allowing easier comparison between products.

By utilising low-emission steel in the top two sections of an offshore tower, this emission reduction would translate to approximately 25% reduction of emission compared to a tower made from steel made via conventional steelmaking route. For an entire onshore tower, the CO2 reduction is at least 52%.

Steel and iron constitute 80-90% of a wind turbine's material mass, and approximately 50% of a turbine's total lifecycle emissions. With the partnership with ArcelorMittal, Vestas takes an important step forward to reduce CO2 emissions occurred in its supply chain and can achieve a 66% decrease in emission intensity per kg steel compared with steel produced via the conventional steelmaking route.

Even though the low emission steel is not yet a standard offering from Vestas, the first project utilizing low-emission steel will be the Baltic Power Offshore Wind Project off the coast of Poland. During 2025, Vestas will start the construction of the offshore wind farm, expected to generate up to up to 1.2 GW and ultimately supply clean electricity to more than 1,5 million households in Poland. Vestas will supply, install, and commission 76 V236-15.0 MW wind turbines for the Baltic Power Offshore Wind Project. The top section of 52 towers out of the 76 will be made with low-emission steel.

Dieter Dehoorne, Head of Global Procurement at Vestas, says:

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"Finding ways to decarbonise the emissions produced during the raw material extraction and refinement of steel is vital for us and the industry in general. Vestas sees the partnership with ArcelorMittal and the adoption of low-emission steel as a significant lever in reducing CO2 emissions within the wind industry. Commitment from our customers is vital to drive the transition so we are very happy that we can provide value to our customers with this solution. The Baltic Power Offshore Wind Project stands as a solid example of this progress, having secured the first order and affirming the delivery of substantial value to our customers."

Laurent Plasman, CMO Industry, ArcelorMittal Europe – Flat Products, says:

"This partnership sends a strong message that it is possible today, to start building the renewable energy infrastructure needed in Europe, with low carbon-emissions steel made with a European supply chain. Having a strong partnership throughout the supply chain is vital to achieve this, so we would like to thank Vestas and Baltic Power for their vision in using XCarb® recycled and renewably produced steel in this important offshore wind project. With stronger public policy support for the use of low carbon-emissions steel in the building of renewables infrastructure, this project could be the first of many to provide wind energy for homes and industry across Europe."

Jarosław Broda, CEO Baltic Power, says:

"As the first offshore wind farm in the world to utilize low-emission steel, Baltic Power, a joint venture between ORLEN and Northland Power, is pioneering a sustainable future in the renewable energy sector. Being the largest investment in renewable sources in this part of Europe, our project is setting new benchmarks. The use of low-emission steel from Vestas and ArcelorMittal in our wind farm underscores our commitment to innovation and environmental stewardship. We are proud to lead the way in transforming Poland's energy landscape as we progress towards completing the construction by 2026."

MCX Launches India's First Steel Rebar Futures, Trading 3 Contracts

Kalyani Steels Ltd on Wednesday said it has emerged as a successful bidder to acquire assets of Kamineni Steel and Power India, under liquidation. A cash consideration of Rs 450 crore is to be paid for the acquisition of assets on or before April 7, 2024, Kalyani Steels said in a regulatory filing. The company has already paid Rs 23 crore as earnest money deposit for participation in an e-auction conducted on Friday, January 5, for the sale of the assets, it added.

The assets being acquired include land and buildings, plant and machinery of Kamineni Steel & Power India Private Limited (under liquidation).

ArcelorMittal Plans World's Largest Steel Site at Hazira by 2029: Lakshmi Mittal

The steel baron said that the first phase of the steel manufacturing site will be completed by 2026 whereas the second phase, marked by a Memorandum of Understanding (MoU), will be completed by 2029.

Lakshmi Mittal, the executive chairperson of steel manufacturing corporation ArcelorMittal, on Wednesday announced that the corporation will build the world's single largest steel manufacturing site at Gujarat's Hazira by 2029. Mittal was addressing the ongoing Vibrant Gujarat Global Summit (VGGS) 2024 while making the announcement.

The steel baron said that the first phase of the steel manufacturing site will be completed by 2026 whereas the second phase, marked by a Memorandum of Understanding (MoU), will be completed by 2029. Once operational, the expanded manufacturing facility will produce around 24 million tonnes (MT) of steel, making it the world's largest steel manufacturing site.

"Hazira expansion was inaugurated by PM in 2021. Phase one will be completed by 2026, 2nd phase MoU signed, will be completed by 2029 and will produce 24 mn tonnes steel and it will become the world's biggest plant," Lakshmi Mittal said at the summit.

In October 2022, ArcelorMittal arm ArcelorMittal Nippon Steel (AMNS) India had announced an investment of around Rs 60,000 crore to scale up the capacity of the steel plant to 15 MT, company chairman Aditya Mittal told PTI at the time. The investment was for installation of new steel making technologies, setting up new-age machineries and increasing product mix.

The announcement came days after AMNS received environmental clearance for the plant's expansion. The Hazira steel plant expansion was inaugurated by Prime Minister Narendra Modi in 2021. In 2019, ArcelorMittal and Japan's Nippon Steel acquired the Essar Steel Limited plant located in Hazira and renamed it to ArcelorMittal Nippon Steel (AMNS) India.

He added that the expansion of steel manufacturing site at Hazira is in alignment with India's commitment to industrial growth. Not only steel, the ArcelorMittal chairperson also said that the corporation is investing in the realms of renewable energy and green hydrogen.

Meanwhile, Lakshmi Mittal also recounted the last time he attended the summit and Prime Minister Narendra Modi's brief for business and world leaders at the time. "I had come here in September last year for Vibrant Gujarat. PM Modi then briefed us on how this mega-global event has institutionalised structure on the basis of ideas, imagination and process continuity. The PM had then said that India's pride will increase with the theme of 'One Earth, One Family and One Future'."

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Domestic PV sales rise by 4%, 2.86 vehicles sold in December 2023: SIAM

As per the SIAM data, India's total production of Passenger Vehicles, Three-wheelers, Two Wheelers and Quadricycle in December 2023 was 18,96,696 units. The total production of Passenger Vehicles, Commercial Vehicles, Three-wheelers, Two Wheelers and quadricycles recorded during October - December 2023 was 71,32,689 units.

December auto sales: Passenger vehicle sales in December amounted to 2,86,390 units, revealed the Society of Indian Automobile Manufacturers (SIAM) in its latest monthly report. It is, however, less than the sales in November which reached 3.34 lakh units. December saw sales of 50,537 three-wheeler units and 12,11,966 two-wheeler units a 16% YoY growth compared to 10,45,052 two-wheeler units sold in the same month last year. Additionally, 50,537 three-wheeler vehicles were sold in last month of 2023.

For the October-December quarter of 2023, 71,32,689 units were produced overall. Domestic sales for the quarter included 10,12,285 passenger vehicle units, 2,35,167 commercial vehicle units, 1,87,215 three-wheeler units, and 47,31,164 two-wheeler units.

Rajesh Menon, Director General, SIAM said, "In Q3 of FY 2023-24, passenger vehicles grew by 8.3 per cent, commercial vehicles by 3.5 per cent, three-wheelers by 35.2 per cent and two-wheelers by 22.6 per cent compared to last year. Passenger vehicle and three-wheeler segments posted their highest Q3 sales ever, while passenger vehicles even crossed the 4 million mark for the first time, in a calendar year."

According to SIAM, in the April-December period of 2023, 2,10,40,248 units overall of PVs, CVs, two-wheelers, three-wheelers and quadricycles were produced. Domestic sales for the April-December period included 30,83,245 passenger vehicle units, 6,99,507 commercial vehicle units, 5,26,905 three-wheeler units and 1,34,70,570 two-wheeler units.

In the calendar year 2023, from January to December, 2,71,43,580 units of vehicles were made overall. Domestic sales in the same period included 41,01,600 units of passenger vehicles, 9,78,385 units of commercial vehicles, 6,80,550 units of three-wheelers, and 1,70,75,160 units of two-wheelers.

Vinod Aggarwal, President, SIAM said that 2023 was a "reasonably satisfactory" year for the automobile sector, as passenger vehicles, commercial vehicles, and two-wheelers all saw a growth, while three-wheelers made a good recovery.

Aggarwal credited various schemes of the government as one of the factors driving auto sales. He said that the industry believes that the growth momentum will continue in 2024 as well.

SIAM

Segment wise Comparative Production, Domestic Sales & Exports data for the month of December 2023

(Number of Vehicles)

Category / Segment/Subsegment	Production December		Domestic Sales December		Exports December	
	2022	2023	2022	2023	2022	2023
Passenger Vehicles (PVs)*						
Passenger Cars	1,41,269	1,09,812	1,04,601	75,544	43,894	42,919
Utility Vehicles (UVs)	1,31,540	1,73,106	1,20,015	1,57,339	23,960	17,334
Vans	10,324	10,426	10,693	10,037	2	514
Total Passenger Vehicles (PVs)	**2,83,133**	**2,93,344**	**2,35,309**	**2,42,920**	**67,856**	**60,767**
Three Wheelers						
Passenger Carrier	53,932	56,276	28,473	38,995	24,815	22,685
Goods Carrier	7,300	9,175	7,314	9,120	1,410	346
E-Rickshaw	2,035	1,397	2,783	2,147	-	-
E-Cart	103	272	123	275	-	-
Total Three Wheelers	**63,370**	**67,120**	**38,693**	**50,537**	**26,225**	**23,031**
Two Wheelers						
Scooter/ Scooterettee	2,78,962	4,42,576	2,95,498	4,05,274	27,146	35,386
Motorcycle/Step-Throughs	9,09,684	10,53,061	7,23,593	7,68,402	2,44,777	2,51,568
Mopeds	21,934	40,235	25,961	38,290	234	558
Total Two Wheelers	**12,10,590**	**15,35,872**	**10,45,052**	**12,11,966**	**2,72,157**	**2,87,512**
Quadricycle	**250**	**360**	**20**	**22**	**240**	**330**
Grand Total	**15,57,343**	**18,96,696**	**13,19,074**	**15,05,445**	**3,66,478**	**3,71,640**

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

Society of Indian Automobile Manufacturers : 12/01/2024

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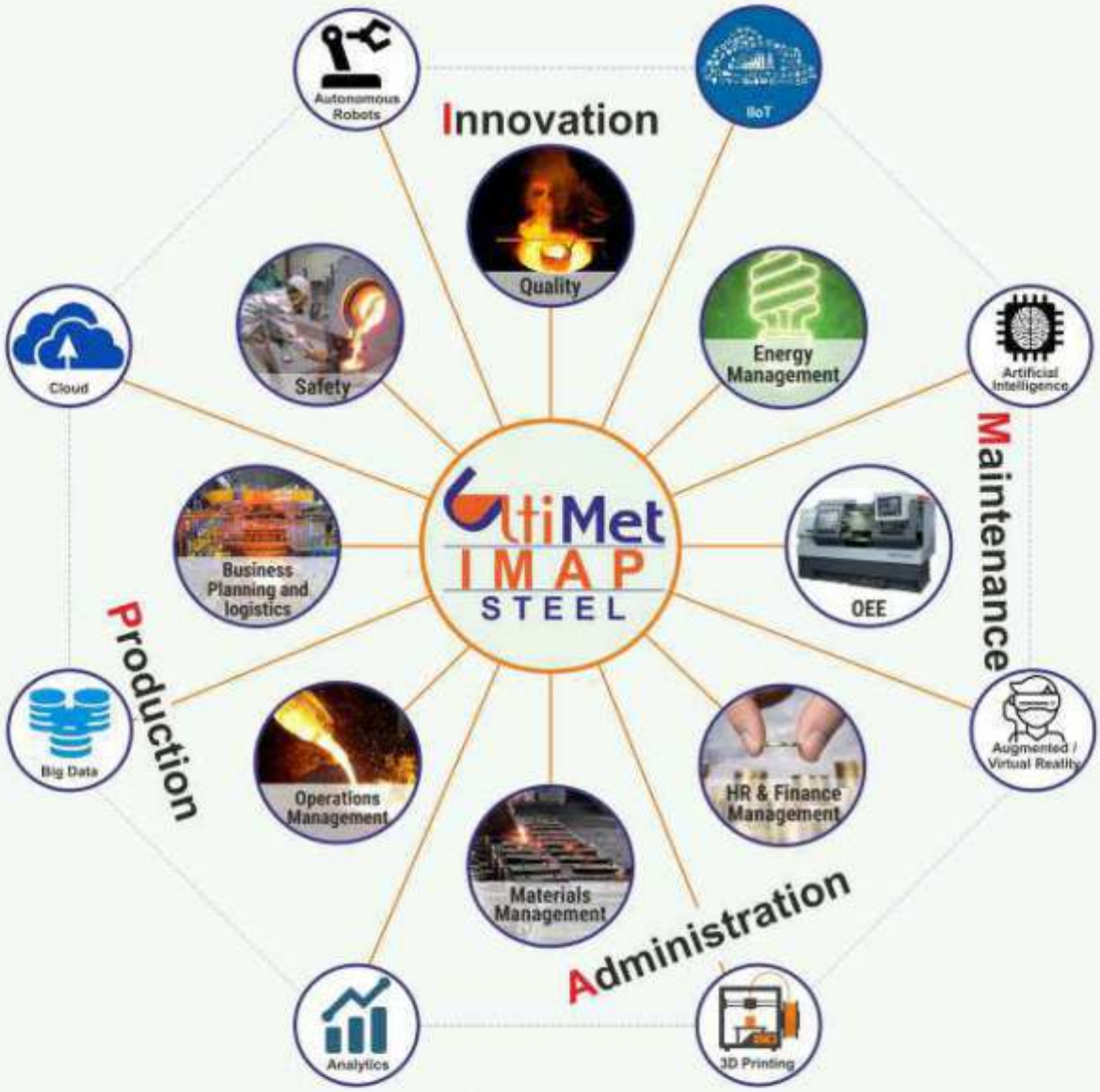

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SIAM

Summary Report: Cumulative Production, Domestic Sales & Exports data for the period of October-December 2023

(Number of Vehicles)

Category	Production		Domestic Sales		Exports	
Segment/Subsegment	October-December		October-December		October-December	
	2022-23	2023-24	2022-23	2023-24	2022-23	2023-24
Passenger Vehicles (PVs)*						
Passenger Cars	5,25,025	4,34,578	4,19,877	3,44,173	1,14,589	1,14,865
Utility Vehicles (UVs)	5,34,502	6,73,046	4,87,138	6,32,526	55,817	52,716
Vans	27,308	33,523	27,940	35,586	52	1,882
Total Passenger Vehicles (PVs)	**10,86,835**	**11,41,147**	**9,34,955**	**10,12,285**	**1,70,458**	**1,69,463**
Commercial Vehicles (CVs)**						
M&HCVs						
Passenger Carrier	11,211	13,026	8,387	10,725	3,035	2,784
Goods Carrier	80,352	86,332	77,291	80,645	2,172	2,293
Total M&HCVs	**91,563**	**99,358**	**85,678**	**91,370**	**5,207**	**5,077**
LCVs						
Passenger Carrier	9,237	14,810	8,093	8,852	588	896
Goods Carrier	1,35,929	1,36,523	1,33,340	1,34,945	12,849	12,941
Total LCVs	**1,45,166**	**1,51,333**	**1,41,433**	**1,43,797**	**13,437**	**13,837**
Total Commercial Vehicles (CVs)	**2,36,729**	**2,50,691**	**2,27,111**	**2,35,167**	**18,644**	**18,914**
Three Wheelers						
Passenger Carrier	1,93,525	2,17,878	1,03,567	1,47,486	89,505	73,259
Goods Carrier	26,311	31,177	26,625	30,060	1,864	1,452
E-Rickshaw	7,594	8,918	7,707	8,834	-	-
E-Cart	631	645	612	835	-	-
Total Three Wheelers	**2,28,061**	**2,58,618**	**1,38,511**	**1,87,215**	**91,369**	**74,711**
Two Wheelers						
Scooter/ Scooterettee	12,85,539	16,11,437	12,21,872	15,04,195	82,756	1,19,819
Motorcycle/Step-Throughs	32,15,352	37,40,983	25,32,781	30,92,035	7,62,797	7,36,241
Mopeds	1,04,068	1,28,775	1,05,064	1,34,934	960	942
Total Two Wheelers	**46,04,959**	**54,81,195**	**38,59,717**	**47,31,164**	**8,46,513**	**8,57,002**
Quadricycle	**534**	**1,038**	**151**	**166**	**456**	**930**
Grand Total	**61,57,118**	**71,32,689**	**51,60,445**	**61,85,997**	**11,27,440**	**11,21,020**

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

** Daimler, JBM Auto & Scania data is not available

Society of India Automobile Manufacturers (12/01/2024)

SIAM

Summary Report: Cumulative Production, Domestic Sales & Exports data for the period of January - December 2023

(Number of Vehicles)

Category	Production		Domestic Sales		Exports	
Segment/Subsegment	January -December		January -December		January -December	
	2022	2023	2022	2023	2022	2023
Passenger Vehicles (PVs)*						
Passenger Cars	21,52,365	20,35,103	17,37,171	16,01,873	4,15,586	4,27,877
Utility Vehicles (UVs)	21,54,595	26,03,474	19,22,805	23,53,605	2,28,749	2,42,891
Vans	1,32,184	1,45,051	1,32,468	1,46,122	527	7,188
Total Passenger Vehicles (PVs)	**44,39,144**	**47,83,628**	**37,92,444**	**41,01,600**	**6,44,842**	**6,77,956**
Commercial Vehicles (CVs)**						
M&HCVs						
Passenger Carrier	34,233	52,375	29,387	47,473	10,101	10,828
Goods Carrier	3,27,369	3,49,359	3,05,880	3,33,339	16,753	7,723
Total M&HCVs	**3,61,602**	**4,01,734**	**3,35,267**	**3,80,812**	**26,854**	**18,551**
LCVs						
Passenger Carrier	39,098	65,301	37,220	50,454	2,024	2,481
Goods Carrier	6,17,398	6,00,844	5,60,909	5,47,119	59,427	47,441
Total LCVs	**6,56,496**	**6,66,145**	**5,98,129**	**5,97,573**	**61,451**	**49,922**
Total Commercial Vehicles (CVs)	**10,18,098**	**10,67,879**	**9,33,396**	**9,78,385**	**88,305**	**68,473**
Three Wheelers						
Passenger Carrier	7,18,573	8,23,873	3,01,630	5,33,675	4,10,370	2,89,076
Goods Carrier	97,870	1,11,000	91,926	1,07,769	6,793	2,843
E-Rickshaw	22,121	35,850	22,080	35,345	15	-
E-Cart	2,898	3,760	2,874	3,761	-	-
Total Three Wheelers	**8,41,462**	**9,74,483**	**4,18,510**	**6,80,550**	**4,17,178**	**2,91,919**
Two Wheelers						
Scooter/ Scooterettee	54,53,586	60,64,079	50,78,217	55,74,270	3,90,421	4,91,329
Motorcycle/Step-Throughs	1,36,97,851	1,37,78,853	1,01,27,790	1,10,34,186	36,58,543	27,48,990
Mopeds	4,41,831	4,70,023	4,41,986	4,66,724	4,290	3,354
Total Two Wheelers	**1,95,93,268**	**2,03,12,955**	**1,56,47,973**	**1,70,75,160**	**40,53,254**	**32,43,673**
Total Quadricycle	**1,750**	**4,635**	**501**	**909**	**1,387**	**3,788**
Grand Total	**2,58,93,722**	**2,71,43,580**	**2,07,92,824**	**2,28,36,604**	**52,04,966**	**42,85,809**

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

** Daimler, JBM Auto & Scania data is not available

Society of Indian Automobile Manufacturers (12/01/2024)

SIAM						
Summary Report: Cumulative Production, Domestic Sales & Exports data for the period of April-December 2023						
						Report I
						(Number of Vehicles)
Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April-December		April-December		April-December	
	2022-23	2023-24	2022-23	2023-24	2022-23	2023-24
Passenger Vehicles (PVs)*						
Passenger Cars	16,15,425	14,65,684	12,99,897	11,54,394	3,16,289	3,30,379
Utility Vehicles (UVs)	16,45,796	19,87,521	14,69,592	18,19,479	1,74,380	1,69,966
Vans	1,02,015	1,06,543	1,02,270	1,09,372	295	5,872
Total Passenger Vehicles (PVs)	**33,63,236**	**35,59,748**	**28,71,759**	**30,83,245**	**4,90,964**	**5,06,217**
Commercial Vehicles (CVs)**						
M&HCVs						
Passenger Carrier	28,371	36,939	24,025	33,088	7,406	7,691
Goods Carrier	2,34,497	2,48,404	2,17,268	2,30,014	9,627	5,826
Total M&HCVs	**2,62,868**	**2,85,343**	**2,41,293**	**2,63,102**	**17,033**	**13,517**
LCVs						
Passenger Carrier	31,534	51,824	30,278	36,417	1,490	2,172
Goods Carrier	4,50,994	4,40,482	4,12,019	3,99,988	42,427	35,089
Total LCVs	**4,82,528**	**4,92,306**	**4,42,297**	**4,36,405**	**43,917**	**37,261**
Total Commercial Vehicles (CVs)	**7,45,396**	**7,77,649**	**6,83,590**	**6,99,507**	**60,950**	**50,778**
Three Wheelers						
Passenger Carrier	5,44,585	6,44,934	2,45,125	4,17,706	2,99,438	2,27,438
Goods Carrier	72,555	83,334	69,622	79,851	4,057	2,427
E-Rickshaw	17,749	25,414	18,133	26,824	-	-
E-Cart	2,270	2,264	2,243	2,524	-	-
Total Three Wheelers	**6,37,159**	**7,55,946**	**3,35,123**	**5,26,905**	**3,03,495**	**2,29,865**
Two Wheelers						
Scooter/ Scooterettee	42,67,802	47,30,380	39,85,999	43,69,567	3,10,380	3,84,774
Motorcycle/Step-Throughs	1,04,95,373	1,08,53,018	79,39,498	87,43,162	26,38,470	21,56,479
Mopeds	3,26,513	3,60,236	3,32,684	3,57,841	2,508	1,656
Total Two Wheelers	**1,50,89,688**	**1,59,43,634**	**1,22,58,181**	**1,34,70,570**	**29,51,358**	**25,42,909**
Quadricycle	**1,533**	**3,271**	**441**	**625**	**1,200**	**2,708**
Grand Total	**1,98,37,012**	**2,10,40,248**	**1,61,49,094**	**1,77,80,852**	**38,07,967**	**33,32,477**
* BMW, Mercedes, JLR and Volvo Auto data is not available						
** Daimler, JBM Auto & Scania data is not available						
Society of Indian Automobile Manufacturers (12/01/2024)						

SIAM												
Category & Company wise Summary Report for the month of December 2023 and Cumulative for April-December 2023												
												Report II
												(Number of Vehicles)
Category	Production				Domestic Sales				Exports			
Segment/Subsegment	December		April-December		December		April-December		December		April-December	
Manufacturer	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24
Passenger Vehicles (PVs)												
FCA India Automobiles Pvt Ltd	579	356	13,187	7,099	769	496	10,158	4,252	188	52	3,692	3,154
Force Motors Ltd	53	378	534	1,177	37	381	510	1,133	1	-	5	5
Honda Cars India Ltd	9,231	11,959	88,559	88,000	7,002	7,902	70,510	63,000	1,388	3,748	17,118	20,262
Hyundai Motor India Ltd	52,877	53,600	5,34,877	5,86,610	38,331	42,750	4,18,539	4,54,404	19,021	13,700	1,19,099	1,29,755
Isuzu Motors India Pvt Ltd	3	-	1,376	90	82	67	498	396	61	-	423	5
Kia Motors India Pvt Ltd	33,070	17,515	2,08,884	2,29,410	15,184	12,536	1,84,494	1,90,265	9,702	1,780	66,540	67,782
Mahindra & Mahindra Ltd	26,555	32,266	2,58,499	3,35,466	28,445	36,174	2,58,856	3,33,777	1,333	1,183	8,777	9,216
Maruti Suzuki India Ltd	1,24,735	1,19,575	15,93,114	14,11,281	1,12,010	1,08,775	11,79,292	12,30,090	21,600	25,716	1,92,077	2,02,753
MG Motor India Pvt Ltd	4,724	3,840	39,852	39,052	5,899	3,745	34,508	34,871	-	-	12	-
Nissan Motor India Pvt Ltd	8,577	4,447	70,448	52,945	2,020	2,150	26,384	27,027	6,971	5,561	44,084	31,676
PCA Motors Pvt. Ltd	261	10	5,953	6,819	932	650	5,915	6,290		661		2,148
Renault India Pvt Ltd	5,856	967	86,578	33,389	5,126	1,989	63,915	33,308	3,979	98	21,533	10,295
SkodaAuto India Pvt Ltd	3,635	3,494	41,993	35,229	4,788	4,570	40,801	37,007	13	162	285	1,229
Tata Motors Ltd	NA	NA	4,08,178	4,77,521	NA	NA	4,08,087	4,74,350	NA	NA	1,766	1,998
Toyota Kirloskar Motor Pvt Ltd	10,079	27,305	98,947	2,49,813	10,416	21,363	1,26,541	1,74,121	105	1,498	750	11,990
Volkswagen India Pvt Ltd	6,117	7,522	47,600	55,540	4,707	4,935	31,220	33,382	3,876	5,034	18,471	33,572
Total Passenger Vehicles (PVs)	**2,83,133**	**2,93,344**	**33,63,236**	**35,59,748**	**2,35,309**	**2,42,920**	**28,71,759**	**30,83,245**	**67,856**	**60,767**	**4,90,964**	**5,06,217**
NA: Not Available												

SIAM

Category & Company wise Summary Report for the month of December 2023 and Cumulative for April-December 2023

Report II

(Number of Vehicles)

Category	Production				Domestic Sales				Exports			
Segment/Subsegment	December		April-December		December		April-December		December		April-December	
Manufacturer	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24
Three Wheelers												
Atul Auto Ltd	2,127	2,440	[illegible]	[illegible]	2,005	2,273	16,027	16,634	245	294	2,038	1,997
Bajaj Auto Ltd	37,418	40,068	3,49,667	4,09,686	33,010	32,697	3,00,260	3,53,064	11,797	10,908	1,48,794	1,14,654
Continental Engines Pvt Ltd	480	357	4,848	4,985	351	505	4,927	4,559	-	-	-	-
Force Motors Ltd	575	400	2,038	3,207	-	-	-	-	435	322	2,100	3,276
Mahindra & Mahindra Ltd	3,672	4,036	40,293	58,120	5,052	6,307	40,911	60,503	46	54	410	327
Piaggio Vehicles Pvt Ltd	7,786	8,809	82,405	86,311	7,034	8,456	81,227	77,195	1,325	1,700	21,938	8,580
TVS Motor Company Ltd	11,932	11,193	1,29,373	1,13,655	1,241	1,513	11,777	14,700	13,105	10,315	1,28,215	1,01,134
Total Three Wheelers	**63,370**	**67,120**	**6,37,159**	**7,55,946**	**36,693**	**50,537**	**3,35,123**	**5,26,905**	**26,225**	**23,031**	**3,03,495**	**2,29,865**
Two Wheelers												
Ather Energy Pvt Ltd	4,993	5,257	52,932	73,351	7,085	4,822	53,709	72,542	-	-	-	123
Bajaj Auto Ltd	2,21,755	3,10,136	28,88,983	27,89,672	1,26,525	1,56,090	13,90,696	16,96,357	1,21,499	1,94,631	13,96,541	11,07,402
Chetak Technology Ltd	3,023	1,094	3,023	7,738	155	450	155	7,317	-	-	-	-
Hero MotoCorp Ltd	3,90,132	3,77,250	40,02,183	41,57,009	3,51,365	3,77,242	39,21,309	40,95,054	12,914	16,113	1,36,744	1,33,916
Honda Motorcycle & Scooter India Pvt Ltd	2,25,110	3,05,156	36,65,119	36,10,837	2,33,151	2,88,078	33,22,746	33,75,598	17,300	31,222	2,72,850	2,50,404
India Kawasaki Motors Pvt Ltd	765	288	2,844	2,113	442	240	2,767	3,192	-	-	-	-
India Yamaha Motor Pvt Ltd	46,585	68,542	5,66,595	6,21,728	33,167	40,042	4,16,888	5,17,403	21,569	23,333	2,27,514	1,84,966
Mahindra Two Wheelers Ltd			72				96					
Okinawa Autotech Pvt Ltd	-	188	21,764	7,661	2,223	412	83,567	11,222	-	-	78	-
Piaggio Vehicles Pvt Ltd	3,115	2,707	48,720	39,067	2,420	2,907	36,254	28,755	1,272	796	13,720	10,738
Royal Enfield (Unit of Eicher Motors)	67,812	72,348	8,06,325	7,06,853	59,021	57,297	5,49,516	6,30,273	8,579	6,098	73,552	54,768
Suzuki Motorcycle India Pvt Ltd	96,028	77,776	8,76,230	8,23,444	40,905	39,025	5,39,927	6,71,950	23,007	10,455	1,46,173	1,66,008
Triumph Motorcycles India Pvt Ltd	49	20	505	490	88	40	830	716	-	-	-	-
TVS Motor Company Ltd	1,91,426	3,15,072	28,70,699	30,93,770	1,81,389	2,14,589	19,19,983	23,60,753	66,297	75,078	7,54,378	8,51,646
Total Two Wheelers	**12,10,590**	**15,35,872**	**1,50,89,686**	**1,59,43,634**	**10,46,052**	**12,11,966**	**1,22,58,181**	**1,34,70,570**	**2,72,167**	**2,87,512**	**29,51,366**	**25,42,909**
Quadricycle												
Bajaj Auto Ltd	250	350	1,533	3,271	20	22	441	525	240	330	1,200	2,706
Total Quadricycle	**250**	**350**	**1,533**	**3,271**	**20**	**22**	**441**	**525**	**240**	**330**	**1,200**	**2,706**
Grand Total	**15,57,343**	**18,96,596**	**1,90,91,615**	**2,02,62,599**	**13,19,074**	**15,05,445**	**1,54,65,504**	**1,70,81,345**	**3,56,478**	**3,71,540**	**37,47,017**	**32,81,599**
Source: Indian Automobile Manufacturers (1947-2024)												

SIAM

Segment & Company wise Production, Domestic Sales & Exports Report for the month of December 2023 and Cumulative for April-December 2023

Report III

(Number of Vehicles)

Category	Production				Domestic Sales				Exports			
Segment/Subsegment	December		April-December		December		April-December		December		April-December	
Manufacturer	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24
Passenger Vehicles (PVs)												
A: Passenger Cars												
Honda Cars India Ltd	8,781	8,889	80,186	63,264	6,703	3,595	88,057	41,095	1,368	3,870	16,895	19,869
Hyundai Motor India Ltd	34,274	36,025	2,82,874	2,77,439	15,731	14,347	1,95,369	1,70,751	13,651	12,257	86,337	1,07,184
Mahindra & Mahindra Ltd	-	-	-	-	-	-	214	-	-	-	-	-
Maruti Suzuki India Ltd	36,662	64,602	10,05,441	8,90,030	35,421	46,787	8,22,985	7,18,545	20,586	18,501	1,54,947	1,47,915
MG Motor India Pvt Ltd	-	NA	-	3,052	-	NA	-	1,914	-	-	-	-
Nissan Motor India Pvt Ltd	3,799	2,459	36,318	25,248	-	-	-	-	4,675	3,595	36,488	25,805
Renault India Pvt Ltd	1,540	469	23,520	5,591	1,827	457	18,996	7,558	695	5	7,414	3,876
SkodaAuto India Pvt Ltd	1,566	1,217	22,146	14,211	2,455	1,560	20,445	15,595	-	-	-	17
Tata Motors Ltd	NA	NA	1,25,198	1,41,704	NA	NA	1,35,177	1,41,971	NA	NA	150	1,384
Toyota Kirloskar Motor Pvt Ltd	33	62	722	1,591	4,536	4,268	29,676	41,217	-	-	-	-
Volkswagen India Pvt Ltd	4,417	5,089	25,020	33,764	1,888	2,155	13,632	18,737	2,959	4,637	14,276	24,737
Total A: Passenger Cars	**1,41,259**	**1,09,812**	**16,15,425**	**14,65,684**	**1,04,601**	**75,544**	**12,99,897**	**11,54,394**	**43,894**	**42,919**	**3,16,289**	**3,30,379**
B: Utility Vehicles (UVs)												
FCA India Automobiles Pvt Ltd	519	356	12,187	7,099	769	426	10,763	4,254	155	52	3,522	2,184
Force Motors Ltd	58	316	537	1,177	37	381	540	1,133	1	-	5	3
Honda Cars India Ltd	470	5,300	5,370	25,405	359	4,275	4,758	22,595	22	129	423	803
Hyundai Motor India Ltd	18,808	33,775	2,57,003	3,09,171	20,100	28,402	2,24,470	2,83,345	5,370	1,443	32,732	22,571
Isuzu Motors India Pvt Ltd	3	-	1,875	90	80	67	496	396	-51	-	426	9
Kia Motors India Pvt Ltd	30,875	17,515	2,68,684	2,29,410	15,184	12,536	1,84,494	1,80,285	9,482	1,798	65,540	47,792
Mahindra & Mahindra Ltd	25,481	32,288	2,56,496	3,35,246	25,333	36,177	2,57,849	3,33,764	1,331	1,775	8,775	9,028
Maruti Suzuki India Ltd	27,309	44,290	2,81,375	4,14,430	33,008	45,957	2,90,172	4,00,555	1,032	7,416	30,911	49,290
MG Motor India Pvt Ltd	4,724	3,640	39,937	35,000	3,889	3,145	34,506	32,957			12	
Nissan Motor India Pvt Ltd	2,781	1,988	27,128	27,697	3,020	2,150	25,364	21,527	2,295	1,955	7,315	5,873
FCA Motors Pvt. Ltd	291	10	5,903	6,810	932	650	5,915	6,290	-	661	-	2,118
Renault India Pvt Ltd	4,518	472	63,166	24,790	4,288	1,537	47,515	25,752	3,254	50	14,119	6,816
SkodaAuto India Pvt Ltd	2,089	2,277	19,737	22,018	2,293	2,470	20,156	21,492	15	152	288	1,212
Tata Motors Ltd	NA	NA	2,70,261	2,75,467	NA	NA	2,68,570	2,73,974	NA	NA	1,530	515
Toyota Kirloskar Motor Pvt Ltd	10,048	27,228	59,226	2,47,822	5,880	17,055	57,305	1,32,934	135	1,435	150	11,990
Volkswagen India Pvt Ltd	3,700	2,453	22,870	25,792	2,819	2,427	17,597	17,645	937	997	4,193	5,135
Total B: Utility Vehicles (UVs)	**1,31,540**	**1,73,106**	**16,45,796**	**19,67,521**	**1,20,015**	**1,57,339**	**14,59,592**	**18,19,479**	**23,960**	**17,334**	**1,74,380**	**1,69,966**
C: Vans												
Mahindra & Mahindra Ltd	74	-	2,003	210	112	3	1,736	15	2	15	2	192
Maruti Suzuki India Ltd	10,250	10,429	99,298	1,06,243	10,581	10,024	99,135	1,00,954	-	499	213	5,581
Tata Motors Ltd	NA	NA	3,712	90	NA	NA	2,340	8,435	NA	NA	80	99
Total C: Vans	**10,324**	**10,429**	**1,02,015**	**1,06,543**	**10,693**	**10,027**	**1,02,270**	**1,09,372**	**2**	**514**	**295**	**5,872**
Total Passenger Vehicles (PVs)	**2,83,133**	**2,93,344**	**33,63,236**	**35,59,748**	**2,35,309**	**2,42,920**	**28,71,759**	**30,83,245**	**67,856**	**60,767**	**4,90,964**	**5,06,217**
NA=Not available												

SIAM

Segment & Company wise Production, Domestic Sales & Exports Report for the month of December 2023 and Cumulative for April-December 2023

Report III

(Number of Vehicles)

Category	Production				Domestic Sales				Exports			
Segment/Subsegment	December		April-December		December		April-December		December		April-December	
Manufacturer	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24
Three Wheelers												
A: Passenger Carrier												
Atul Auto Ltd	579	594	8,655	7,510	525	589	6,380	5,557	146	270	1,934	1,595
Bajaj Auto Ltd	34,623	55,622	2,22,267	1,30,060	29,462	28,415	1,73,917	3,15,343	10,006	10,910	1,41,386	1,13,434
Continental Engines Pvt Ltd	110	48	1,459	815	76	52	1,475	798	-	-	-	-
Force Motors Ltd	575	400	2,035	3,207					406	322	2,100	3,275
Mahindra & Mahindra Ltd	1,267	2,410	12,254	22,989	1,525	2,537	14,169	28,437	45	84	289	259
Piaggio Vehicles Pvt Ltd	5,700	6,305	59,140	61,617	4,053	5,780	38,127	58,152	1,275	1,312	20,798	8,027
TVS Motor Company Ltd	11,579	10,997	1,36,759	1,13,839	1,909	1,488	11,460	14,495	12,937	10,087	1,26,940	1,00,522
Total A: Passenger Carrier	**53,932**	**56,276**	**5,44,585**	**5,44,934**	**38,473**	**38,995**	**2,45,125**	**4,17,706**	**24,815**	**22,685**	**2,99,436**	**2,27,438**
E-Rickshaw												
Atul Auto Ltd	372	460	2,362	4,119	304	400	2,404	4,069	-	-	-	-
Continental Engines Pvt Ltd	177	223	974	3,516	139	382	990	5,455				
Mahindra & Mahindra Ltd	1,491	721	14,413	17,779	2,317	1,365	14,739	19,213	-	-	-	-
Total E-Rickshaw	**2,035**	**1,397**	**17,749**	**25,414**	**2,783**	**2,147**	**18,133**	**25,824**	-	-	-	-
B: Goods Carrier												
Atul Auto Ltd	1,073	1,221	6,427	6,223	1,026	1,082	6,379	5,811	-	14	104	95
Bajaj Auto Ltd	2,705	4,364	27,600	36,526	2,542	4,094	26,776	37,727	1,154	16	1,702	1,120
Continental Engines Pvt Ltd	169	57	2,354	491	140	50	2,404	474	-	-	-	-
Mahindra & Mahindra Ltd	824	833	10,324	11,481	1,130	1,203	10,652	11,557			121	35
Piaggio Vehicles Pvt Ltd	2,386	2,304	24,266	24,797	2,321	2,570	23,094	24,043	53	88	1,149	559
TVS Motor Company Ltd	93	196	1,554	810	92	91	917	275	173	226	1,276	612
Total B: Goods Carrier	**7,300**	**9,175**	**72,555**	**83,334**	**7,314**	**9,120**	**69,622**	**79,851**	**1,410**	**346**	**4,057**	**2,427**
E-Cart												
Atul Auto Ltd	103	172	917	1,230	53	145	867	1,217	-	-	-	-
Continental Engines Pvt Ltd	-	29	31	163	-	25	29	145	-	-	-	-
Mahindra & Mahindra Ltd		71	1,322	871	70	102	1,351	1,169				
Total E-Cart	**103**	**272**	**2,270**	**2,264**	**123**	**275**	**2,243**	**2,524**	-	-	-	-
Total Three Wheelers	**63,370**	**67,120**	**6,37,159**	**7,55,946**	**38,693**	**50,537**	**3,35,123**	**5,26,905**	**26,225**	**23,031**	**3,03,493**	**2,29,865**

SIAM

Segment & Company wise Production, Domestic Sales & Exports Report for the month of December 2023 and Cumulative for April-December 2023

Report III

(Number of Vehicles)

Category	Production				Domestic Sales				Exports			
Segment/Subsegment	December		April-December		December		April-December		December		April-December	
Manufacturer	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24
Two Wheelers												
A: Scooter/ Scooterettee												
Ather Energy Pvt. Ltd	4,982	5,257	33,982	43,351	7,035	7,622	33,709	42,872	-	-	-	123
Bajaj Auto Ltd	1,315	19,057	27,670	75,820	3,249	19,005	26,490	75,000	2	-	5	74
Ghatak Technology Pvt Ltd	3,025	1,094	3,025	7,735	195	350	195	7,317				
Hero MotoCorp Ltd	40,276	30,732	2,96,390	3,30,829	35,400	38,300	2,82,159	3,09,450	2,032	994	8,773	24,618
Honda Motorcycle & Scooter India Pvt Ltd	1,11,731	1,80,643	20,10,493	20,98,981	1,16,042	1,67,424	15,93,750	19,22,800	9,730	19,020	1,48,883	1,67,777
India Yamaha Motor Pvt Ltd	13,395	22,900	1,71,853	2,43,484	13,979	15,524	1,57,049	2,10,064	706	4,072	28,004	28,557
Okinawa Autotech Pvt. Ltd	-	756	81,754	7,861	2,522	415	83,537	11,222	-	-	75	-
Piaggio Vehicles Pvt Ltd	3,715	2,767	48,424	32,035	2,425	2,507	35,215	28,755	1,272	786	13,720	10,719
Suzuki Motorcycle India Pvt Ltd	44,623	60,006	5,72,511	6,98,222	40,587	57,825	5,22,972	6,45,202	5,021	2,240	55,760	64,336
TVS Motor Company Ltd	57,100	1,17,850	9,96,445	11,34,262	72,013	96,595	9,35,934	10,32,736	4,753	5,271	57,512	91,268
Total A: Scooter/ Scooterettee	**2,76,962**	**4,42,576**	**42,67,802**	**47,30,380**	**2,95,498**	**4,05,274**	**39,85,999**	**43,69,567**	**27,146**	**35,386**	**3,10,380**	**3,84,774**
B: Motorcycle/Step-Throughs												
Bajaj Auto Ltd	2,20,470	2,87,077	25,61,107	27,12,852	1,22,276	1,45,012	15,64,289	15,20,388	1,01,497	1,24,631	13,25,536	11,07,328
Hero MotoCorp Ltd	3,49,826	3,48,579	37,06,798	38,36,180	3,45,965	3,39,542	36,39,140	37,35,634	15,782	15,116	1,28,626	1,09,328
Honda Motorcycle & Scooter India Pvt Ltd	1,13,979	1,24,515	15,48,020	16,41,050	1,15,109	1,18,554	14,28,000	14,52,000	7,540	12,002	1,23,777	88,627
India Kawasaki Motors Pvt Ltd	765	965	5,544	8,113	442	340	5,751	3,192				
India Yamaha Motor Pvt Ltd	38,799	45,642	4,94,942	4,48,244	13,172	24,575	2,93,939	3,07,339	20,883	19,261	2,01,570	1,35,799
Mahindra Two Wheelers Ltd	-	-	72	-	-	-	96	-	-	-	-	-
Piaggio Vehicles Pvt Ltd	-	-	-	22	-	-	9	-	-	-	-	19
Royal-Enfield (Unit of Eicher Motors)	57,612	72,346	6,26,325	7,06,653	59,821	57,297	5,42,818	6,30,273	5,579	6,096	73,552	64,755
Suzuki Motorcycle India Pvt Ltd	11,403	9,690	1,03,419	1,25,222	312	1,200	16,050	22,778	14,186	5,215	90,413	101,668
Triumph Motorcycles India Pvt Ltd	45	20	505	496	88	43	530	716	-	-	-	-
TVS Motor Company Ltd	1,12,394	1,55,987	13,47,940	14,79,280	83,395	81,800	8,50,555	9,90,216	67,310	66,247	6,94,056	5,58,924
Total B: Motorcycle/Step-Throughs	**9,09,694**	**10,53,081**	**1,04,95,373**	**1,08,53,018**	**7,23,593**	**7,68,402**	**79,39,498**	**87,43,152**	**2,44,777**	**2,51,568**	**26,38,470**	**21,56,479**
C: Mopeds												
TVS Motor Company Ltd	21,934	40,235	3,26,513	3,60,236	25,961	38,290	3,32,564	3,57,841	234	558	2,508	1,668
Total C: Mopeds	**21,934**	**40,235**	**3,26,513**	**3,60,236**	**25,961**	**38,290**	**3,32,564**	**3,57,841**	**234**	**558**	**2,508**	**1,668**
Total Two Wheelers	**12,10,590**	**15,35,872**	**1,50,89,688**	**1,59,43,634**	**10,45,052**	**12,11,966**	**1,22,58,181**	**1,34,70,560**	**2,72,157**	**2,87,512**	**29,51,358**	**25,42,909**
Quadricycle												
Bajaj Auto Ltd	250	360	1,533	3,271	20	22	441	625	240	330	1,200	2,708
Total Quadricycle	**250**	**360**	**1,533**	**3,271**	**20**	**22**	**441**	**625**	**240**	**330**	**1,200**	**2,708**
Grand Total	**15,57,343**	**18,96,696**	**1,90,91,616**	**2,02,62,599**	**13,19,074**	**15,05,445**	**1,54,65,504**	**1,70,81,345**	**3,66,478**	**3,71,640**	**37,47,017**	**32,81,699**

Source: Indian Automobile Manufacturers' Association

SIAM												
Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of December 2023 and Cumulative for April-December 2023												
												Report IV
												(Number of Vehicles)
Category	Production				Domestic Sales				Exports			
Segment/Subsegment	December		April-December		December		April-December		December		April-December	
Manufacturer	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24	2022	2023	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 Sresso)	11,348	3,259	2,09,081	1,20,516	9,765	2,557	1,74,008	99,634	4,260	772	33,011	26,324
Renault India Pvt Ltd (Kwid)	1,840	489	23,520	8,591	1,827	457	16,398	7,556	695	8	7,414	3,678
Total Mini	**13,188**	**3,748**	**2,32,601**	**1,29,107**	**11,592**	**3,014**	**1,90,406**	**1,07,190**	**4,955**	**780**	**40,425**	**30,002**
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)	4,800	2,550	39,531	31,288	5,617	2,714	37,787	27,596	55	126	779	754
Hyundai Motor India Ltd (Aura,Grand i10,i20,Santro,X	26,798	22,139	2,36,559	2,09,741	17,193	13,633	1,80,397	1,43,300	5,021	3,371	54,292	65,357
Maruti Suzuki India Ltd (OEM Model#,Baleno,Celerio,	72,405	60,595	7,74,908	7,52,770	57,502	45,741	5,37,459	5,10,011	14,629	15,180	1,12,577	1,13,257
Tata Motors Ltd (Altroz,Tiago,Tigor)	NA	NA	1,35,196	1,41,704	NA	NA	1,35,177	1,41,971	NA	NA	150	1,394
Toyota Kirloskar Motor Pvt Ltd (Glanza)	-	-	-	-	4,765	4,085	28,801	39,622	-	-	-	-
Volkswagen India Pvt Ltd (Polo)	-	-	874	-	-	-	753	-	-	54	1,095	64
Total Compact	**1,04,003**	**85,284**	**11,87,068**	**11,35,503**	**82,777**	**65,876**	**10,20,374**	**9,65,497**	**22,686**	**22,741**	**1,68,963**	**1,80,516**
Super Compact :Seats upto-5, Length Normally between 4000 - 4250 mm, Body Style-Sedan/Estate/Hatch/Notchback, Engine Displacement Normally upto 1.6 Litre												
Mahindra & Mahindra Ltd (Verito)	-	-	-	-	-	-	214	-	-	-	-	-
Total Super Compact	-	-	-	-	-	-	214	-	-	-	-	-
Mid-Size: Seats upto-5, Length Normally between 4250 - 4500 mm, Body Style-Sedan/Estate/Hatch/Notchback, Engine Displacement Normally upto 1.6 Litre												
Honda Cars India Ltd (City)	3,961	3,120	43,652	31,978	3,088	1,112	26,324	13,502	1,330	3,494	15,946	18,905
Hyundai Motor India Ltd (Verna)	7,476	7,889	47,315	67,608	1,338	712	14,072	24,456	5,659	5,886	31,346	42,127
Maruti Suzuki India Ltd (Ciaz)	2,229	977	21,757	17,574	1,154	489	11,515	5,906	1,679	1,849	9,359	8,534
Nissan Motor India Pvt Ltd (Sunny)	3,796	2,459	36,318	25,248					4,675	3,595	36,468	23,505
Volkswagen India Pvt Ltd (Vento,Virtus)	4,417	5,009	24,148	39,754	1,886	2,199	12,679	15,737	2,939	4,573	13,103	24,670
Total Mid-Size	**22,479**	**19,481**	**1,72,888**	**1,82,220**	**7,666**	**4,512**	**67,593**	**62,601**	**15,253**	**19,398**	**1,06,901**	**1,19,844**
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)	1,398	1,217	20,762	14,211	2,386	1,960	19,196	15,464				17
Total Executive	**1,398**	**1,217**	**20,762**	**14,211**	**2,386**	**1,960**	**19,196**	**15,464**	-	-	-	**17**
Premium :Seats upto-5, Length Normally between 4700 - 5000 mm, Body Style-Sedan/Estates, Engine Displacement Normally upto 3 Litre												
Skoda Auto India Pvt Ltd (Superb)	168	-	1,384	-	109	-	1,249	131	-	-	-	-
Speciality												
Toyota Kirloskar Motor Pvt Ltd (Camry)	33	82	722	1,591	71	180	765	1,595				
Total Premium	**201**	**82**	**2,106**	**1,591**	**180**	**180**	**2,014**	**1,726**	-	-	-	-
Luxury :Seats upto-5, Length Normally Over 5000 mm, Body Style-Sedan/Estates, Engine Displacement Normally upto 5 Litre												
Hyundai Motor India Ltd (Other)						2		2				
Total Luxury	-	-	-	-	-	**2**	-	**2**	-	-	-	-
Total Passenger Cars	**1,41,269**	**1,09,812**	**16,15,425**	**14,65,684**	**1,04,601**	**75,544**	**12,99,897**	**11,54,394**	**43,894**	**42,919**	**3,16,289**	**3,30,379**
#Only production volume of OEM Model is reported by Maruti Suzuki India Limited				NA=Not Available								

SIAM												
Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of December 2023 and Cumulative for April-December 2023												
												Report IV
												(Number of Vehicles)
Category	Production				Domestic Sales				Exports			
Segment/Subsegment	December		April-December		December		April-December		December		April-December	
Manufacturer	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24	2022	2023	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.												
UVC : Length < 4000 mm & Price <20 Lakhs												
Honda Cars India Ltd (WR-V)	470		5,370		359		4,765		22		421	268
Hyundai Motor India Ltd (Exter,Venue)	12,134	20,871	98,394	1,56,107	8,285	17,597	83,804	1,45,532	979	307	6,222	10,007
Kia Motors India Pvt Ltd (Sonet)	9,355	5,600	79,975	85,624	5,772	10	65,322	62,002	1,755	955	21,239	30,044
Mahindra & Mahindra Ltd (Bolero,Kuv100,Thar,Xuv3O	13,303	15,089	1,51,552	1,75,952	15,536	17,573	1,52,423	1,77,178	508	392	4,974	3,646
Maruti Suzuki India Ltd (OEM Model # Brezza, Fronx	11,110	27,096	1,50,052	2,93,045	11,200	23,299	99,202	2,34,914	11	4,570	30,110	19,400
Nissan Motor India Pvt Ltd (Magnite)	2,781	1,888	38,552	27,697	2,020	2,150	24,298	21,827	2,224	1,955	7,596	5,857
PCA Motors Pvt Ltd (C3 FO3)	291	4	5,726	5,745	513	329	5,685	6,023		551		2,146
Renault India Pvt Ltd (Kiger,Triber)	4,819	472	63,159	24,705	4,299	1,531	47,515	25,752	3,254	53	14,119	9,016
Tata Motors Ltd (Nexon,Punch)	NA	NA	2,28,059	2,42,881	NA	NA	2,27,689	2,72,175	NA	NA	1,530	514
Toyota Kirloskar Motor Pvt Ltd (Urban Cruiser)							22,155					
Total UVC	**54,251**	**71,719**	**8,29,096**	**8,80,349**	**48,384**	**63,036**	**7,39,986**	**8,04,303**	**8,713**	**9,003**	**85,213**	**79,098**
UV1 : Length 4000 to 4400 mm & Price <20 Lakhs												
Force Motors Ltd (Gurkha)	58		558	14	37		540		1		5	2
Honda Cars India Ltd (Elevate)	-	6,300	-	25,405	-	4,376	-	22,595	-	129	-	337
Hyundai Motor India Ltd (Creta)	2,805	9,731	1,20,382	1,20,745	10,205	9,243	1,10,885	1,17,227	2,452	205	19,520	3,275
Kia Motors India Pvt Ltd (Seltos)	14,875	8,656	1,18,165	89,932	5,995	9,957	75,095	79,855	6,433	311	38,259	11,522
Maruti Suzuki India Ltd (OEM Model # Ertiga,Grand V	12,028	14,862	1,11,190	1,21,425	10,444	19,960	1,30,901	1,90,915	1,502	2,618	8,695	29,123
MG Motor India Pvt Ltd (Astor)	1,005	924	14,551	6,652	1,687	521	12,772	7,293	-	-	-	-
Nissan Motor India Pvt Ltd (Kicks)			1,246				1,055		12		20	15
PCA Motors Pvt Ltd (C3 Aircross)	-	5	-	1,536	-	339	-	1,212	-	-	-	-
Skoda Auto India Pvt Ltd (Kushaq)	1,969	1,890	18,565	16,065	2,186	2,499	19,292	19,883	13	162	298	1,212
Toyota Kirloskar Motor Pvt Ltd (Model Manufactured f	5,590	17,273	26,592	1,46,954	4,201	5,509	11,864	35,723	105	1,495	105	11,988
Volkswagen India Pvt Ltd (Taigun)	3,541	2,250	21,716	24,141	2,890	2,459	18,089	16,336	907	997	4,190	9,136
Total UV1	**45,770**	**61,908**	**4,43,660**	**5,57,782**	**45,445**	**55,448**	**3,78,747**	**4,90,939**	**11,306**	**6,110**	**69,085**	**66,611**
UV2 : Length between 4400 - 4700 mm & Price <20 Lakhs												
Hyundai Motor India Ltd (Alcazar)	3,883	2,605	29,539	25,943	1,470	954	21,061	16,216	1,739	648	8,220	6,606
Kia Motors India Pvt Ltd (Carens)	5,637	3,259	57,433	55,864	3,195	2,562	55,094	77,750	1,382	507	5,901	8,226
Mahindra & Mahindra Ltd (Marazzo,Scorpio,Xuv500,X	12,175	17,199	1,04,532	1,59,294	12,797	17,232	1,04,980	1,56,586	522	783	1,501	5,381
Maruti Suzuki India Ltd (XL6)	3,367	1,933	30,133	32,982	3,364	2,226	29,979	32,170	19	30	106	767
MG Motor India Pvt Ltd (Hector)	2,775	2,877	19,199	24,155	1,675	2,194	16,771	21,905	-	-	12	-
Tata Motors Ltd (Harrier,Safari)	NA	NA	41,232	32,583	NA	NA	40,931	31,799	NA	NA	6	1
Total UV2	**27,618**	**27,873**	**2,82,067**	**3,28,774**	**22,409**	**25,225**	**2,63,506**	**3,06,426**	**3,663**	**2,169**	**15,846**	**21,063**
UV3 : Length >4700 mm & Price <20 Lakhs												
Force Motors Ltd (Trax)	-	216	-4	1,161	-	351	-	1,133	-	-	-	1
Isuzu Motors India Pvt Ltd (Hi Lander,V Cross)	3		1,530	58	76	53	452	365	51		428	6
Toyota Kirloskar Motor Pvt Ltd (Innova Crysta,Innova	-	6,602	40,934	69,405	36	7,532	41,001	70,399	-	-	-	-
Total UV3	**3**	**6,918**	**42,780**	**70,712**	**112**	**8,278**	**42,353**	**71,897**	**-51**	-	**428**	**7**
#Only production volume of OEM Model is reported by Maruti Suzuki India Limited				NA=Not Available								

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Subsegment & Company wise Production, Domestic Sales & Exports Report for the month of December 2023 and Cumulative for April-December 2023

Report IV

(Number of Vehicles)

Category	Production				Domestic Sales				Exports			
Segment/Subsegment	December		April-December		December		April-December		December		April-December	
Manufacturer	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24
UV4 : Price between Rs. 20 to 30 Lakh												
FCA India Automobiles Pvt Ltd (Jeep Compass)	303	33	9,403	3,890	484	246	6,712	2,481	90	-	2,925	1,547
Force Motors Ltd (Gurkha)				2								
Hyundai Motor India Ltd (Kona, Tucson)	-	379	2,627	3,272	132	228	2,607	2,894	-	-	-	-
Kia Motors India Pvt Ltd (Carnival)	805	-	5,316	-	88	-	2,582	-	141	-	111	-
Mahindra & Mahindra Ltd (Alturas G4)	-	-	433	-	-	-	446	-	-	-	-	-
Maruti Suzuki India Ltd (Invicto)						502		3,339				
MG Motor India Pvt Ltd (ZS EV)	765	NA	4,412	1,871	526	NA	4,100	1,747	-	-	-	-
PCA Motors Pvt Ltd (C5 Aircross)	-	7	237	35	19	2	229	55	-	-	-	-
Toyota Kirloskar Motor Pvt Ltd (Model Manufactured 1		359		3,799								
Total UV4	**1,899**	**802**	**20,461**	**12,870**	**1,249**	**978**	**16,712**	**10,566**	**231**	**-**	**3,066**	**1,547**
UV5 : Price >Rs. 30 Lakh												
FCA India Automobiles Pvt Ltd (Jeep Meridian)	213	323	3,784	3,209	285	190	3,451	1,773	98	52	697	1,637
Hyundai Motor India Ltd (Ioniq5)		159		1,104		81		1,174				
Isuzu Motors India Pvt Ltd (MU-X)	-	-	45	34	7	4	44	31	-	-	-	-
Kia Motors India Pvt Ltd (EV6)	-	-	15	-	134	6	430	558	-	-	-	-
MG Motor India Pvt Ltd (Gloster)	151	59	1,483	2,342	111	140	1,429	2,012				
SkodaAuto India Pvt Ltd (Kodiaq)	100	275	372	3,030	107	225	304	1,609	-	-	-	-
Toyota Kirloskar Motor Pvt Ltd (Fortuner, Hilux,Land C	1,366	2,952	20,399	25,661	1,645	3,467	21,102	26,782	-	-	45	2
Volkswagen India Pvt Ltd (Tiguan)	159	95	951	1,651	129	275	528	1,309	-	-	-	-
Total UV5	**1,989**	**3,886**	**27,552**	**37,034**	**2,416**	**4,375**	**28,298**	**35,348**	**98**	**52**	**742**	**1,639**
Total Utility Vehicles (UVs)	**1,31,540**	**1,73,106**	**16,45,796**	**19,87,521**	**1,20,015**	**1,57,339**	**14,69,592**	**18,19,479**	**23,960**	**17,334**	**1,74,380**	**1,69,966**
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 (Maxximo,Supro)	74	-	1,853	210	95	-	1,671	-	2	15	2	192
Maruti Suzuki India Ltd (Eeco)	10,250	10,426	95,295	1,06,243	10,581	10,034	96,135	1,00,954	-	499	213	5,581
Tata Motors Ltd (Magic Express)	NA	NA	5,654		NA	NA	4,261	7,300	NA	NA	35	
Total V1	**10,324**	**10,426**	**1,01,802**	**1,06,453**	**10,676**	**10,034**	**1,02,067**	**1,08,254**	**2**	**514**	**250**	**5,773**
V2 :Soft tops mainly used as Maxi Cabs. Price upto Rs. 10 Lakh												
Mahindra & Mahindra Ltd (Supro)	-	-	153	-	17	3	124	13	-	-	-	-
Tata Motors Ltd (Magic Iris)	NA	NA	60	90	NA	NA	79	1,105	NA	NA	45	99
Total V2	**-**	**-**	**213**	**90**	**17**	**3**	**203**	**1,118**	**-**	**-**	**45**	**99**
Total Vans	**10,324**	**10,426**	**1,02,015**	**1,06,543**	**10,693**	**10,037**	**1,02,270**	**1,09,372**	**2**	**514**	**295**	**5,872**
Total Passenger Vehicles (PVs)	**2,83,133**	**2,93,344**	**33,63,236**	**35,59,748**	**2,35,309**	**2,42,920**	**28,71,759**	**30,83,245**	**67,856**	**60,767**	**4,90,964**	**5,06,217**

NA=Not Available

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Subsegment & Company wise Production, Domestic Sales & Exports Report for the month of December 2023 and Cumulative for April-December 2023

Report IV

(Number of Vehicles)

Category	Production				Domestic Sales				Exports			
Segment/Subsegment	December		April-December		December		April-December		December		April-December	
Manufacturer	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24	2022	2023	2022-23	2023-24
Three Wheelers												
A: 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 + OP ,Atul	337	400	4,575	3,580	165	163	2,445	2,000	146	270	1,904	1,500
Bajaj Auto Ltd (Maxima RE)	34,623	35,522	3,22,257	4,30,060	20,768	28,473	1,73,517	3,15,343	10,958	10,910	1,47,386	1,13,737
Continental Engines Pvt Ltd (Baxy EVE PRO,Baxy Ex	119	45	1,459	815	79	52	1,475	798	-	-	-	-
Mahindra & Mahindra Ltd (Alfa,Treo)	1,257	2,413	14,234	26,969	1,535	2,637	14,169	28,431	43	54	269	339
Piaggio Vehicles Pvt Ltd (Ape Auto,Ape City)	5,400	6,305	59,140	61,514	4,053	5,790	38,127	53,152	1,278	1,012	20,769	8,021
TVS Motor Company Ltd (TVS King 4S)	11,579	10,997	1,35,789	1,12,839	1,209	1,488	11,460	14,425	12,932	10,057	1,25,910	1,00,522
Total A1	**53,315**	**55,682**	**5,38,464**	**6,37,797**	**28,109**	**38,569**	**2,41,190**	**4,14,199**	**24,409**	**22,363**	**2,97,308**	**2,24,066**
A2:No. of seats including driver exceeding 4 but not exceeding 7 & Max.Mass not exceeding 1.5 tonnes												
Atul Auto Ltd (Atul Gem,Gem Paxx)	212	194	4,085	3,930	364	426	3,935	3,507	-	-	30	96
Force Motors Ltd (Minidor)	375	400	2,036	3,207	-	-	-	-	406	322	2,100	3,276
Total A2	**617**	**594**	**6,121**	**7,137**	**364**	**426**	**3,935**	**3,507**	**406**	**322**	**2,130**	**3,372**
Total Passenger Carriers	**53,932**	**56,276**	**5,44,585**	**6,44,934**	**28,473**	**38,995**	**2,45,125**	**4,17,706**	**24,815**	**22,685**	**2,99,438**	**2,27,438**
E-Rickshaw												
Atul Auto Ltd (Atul Elite)	372	453	2,352	4,119	334	400	2,404	4,069				
Continental Engines Pvt Ltd (Baxy E Rath)	172	223	974	3,518	132	392	990	3,482	-	-	-	-
Mahindra & Mahindra Ltd (e-Alfa Mini,Treo Yaari)	1,491	721	14,413	17,779	2,317	1,355	14,739	19,273	-	-	-	-
Total E-Rickshaw	**2,035**	**1,397**	**17,749**	**25,414**	**2,783**	**2,147**	**18,133**	**26,824**	-	-	-	-
B: Goods Carrier												
B1: Max mass not exceeding 1 tonnes												
Atul Auto Ltd (Atul Gem,Atul Gemini,Atul Samart,Aqu	1,073	1,221	5,727	6,225	1,089	1,082	6,379	5,811	-	14	104	38
Bajaj Auto Ltd (Maxima)	2,795	4,534	27,600	39,528	2,542	4,084	26,746	37,721	1,184	16	1,408	1,120
Continental Engines Pvt Ltd (Baxy Cargo,Baxy Cargo	189	57	2,364	491	140	50	2,414	414				
Mahindra & Mahindra Ltd (Alfa,Treo Zor,Grand)	824	833	10,324	11,481	1,130	1,209	10,652	11,587	-	-	121	38
Piaggio Vehicles Pvt Ltd (Ape Xtra)	2,365	2,334	21,255	24,797	2,381	2,670	23,087	27,043	53	92	1,149	599
TVS Motor Company Ltd (TVS King Kargo)	53	196	1,554	815	32	31	317	275	173	228	1,275	612
Total Goods Carrier	**7,300**	**9,175**	**72,555**	**83,334**	**7,314**	**9,120**	**69,622**	**79,851**	**1,410**	**346**	**4,057**	**2,427**
E-Cart												
Atul Auto Ltd (Atul Elite Cargo)	103	172	917	1,230	53	148	564	1,217	-	-	-	-
Continental Engines Pvt Ltd (Baxy E Cart)		29	31	163		25	28	145				
Mahindra & Mahindra Ltd (e-Alfa Cargo,Treo Yaari)	-	71	1,322	871	70	102	1,351	1,162	-	-	-	-
Total E-Cart	**103**	**272**	**2,270**	**2,264**	**123**	**275**	**2,243**	**2,524**	-	-	-	-
Total Three Wheelers	63,370	67,120	6,37,159	7,55,946	38,693	50,537	3,35,123	5,26,905	26,225	23,031	3,03,495	2,29,865

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Category & Company wise Summary Report of Commercial Vehicles for April-December 2023

Report II

(Number of Vehicles)

Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April-December		April-December		April-December	
Manufacturer	2022-23	2023-24	2022-23	2023-24	2022-23	2023-24
Commercial Vehicles (CVs)						
Ashok Leyland Ltd	1,37,749	1,41,435	1,24,265	1,30,165	8,243	8,251
Force Motors Ltd	13,430	18,609	12,913	17,335	122	226
Isuzu Motors India Pvt Ltd	14,012	15,765	1,014	1,379	12,084	14,577
Mahindra & Mahindra Ltd	1,93,061	2,01,070	1,83,727	1,95,574	17,546	10,260
Maruti Suzuki India Ltd	29,294	23,209	26,607	23,613	2,543	1,541
Olectra Greentech Limited	429	299	428	299	-	-
SML Isuzu Ltd	9,034	10,750	8,273	9,434	276	165
Switch Mobility Automotive Ltd	-	53	-	73	-	-
Tata Motors Ltd	2,93,822	3,03,402	2,76,832	2,64,733	16,119	13,169
Toyota Kirloskar Motor Pvt Ltd	579	1,080	574	392	-	-
VECV-Eicher	53,986	61,977	47,974	55,409	4,017	2,589
VECV-Volvo	-	-	983	1,101	-	-
Total Commercial Vehicles (CVs)	**7,45,396**	**7,77,649**	**6,83,590**	**6,99,507**	**60,950**	**50,778**
Society of Indian Automobile Manufacturers (12/01/2024)						

SIAM

Segment & Company wise Production, Domestic Sales & Exports Report of Commercial Vehicles for April-December 2023

Report III

(Number of Vehicles)

Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April-December		April-December		April-December	
Manufacturer	2022-23	2023-24	2022-23	2023-24	2022-23	2023-24
LCVs						
A: Passenger Carriers						
Ashok Leyland Ltd	947	908	652	495	293	509
Force Motors Ltd	11,874	17,808	11,401	16,579	116	180
Mahindra & Mahindra Ltd	904	2,301	853	2,292	-	-
SML Isuzu Ltd	3,672	4,292	3,081	3,680	55	89
Tata Motors Ltd	12,108	24,141	12,586	11,400	900	1,316
VECV-Eicher	2,029	2,376	1,705	1,971	126	78
Total A: Passenger Carriers	**31,534**	**51,824**	**30,278**	**36,417**	**1,490**	**2,172**
B: Goods Carriers						
Ashok Leyland Ltd	49,198	50,794	47,177	48,187	820	1,489
Force Motors Ltd	1,519	801	1,475	756	6	46
Isuzu Motors India Pvt Ltd	14,012	15,765	1,014	1,379	12,084	14,577
Mahindra & Mahindra Ltd	1,87,784	1,92,743	1,78,843	1,87,566	17,453	10,213
Maruti Suzuki India Ltd	29,294	23,209	26,607	23,613	2,543	1,541
SML Isuzu Ltd	1,317	1,590	1,394	1,355	112	5
Tata Motors Ltd	1,59,562	1,46,201	1,48,221	1,29,538	8,675	6,719
Toyota Kirloskar Motor Pvt Ltd	579	1,080	574	392	-	-
VECV-Eicher	7,749	8,299	6,914	7,202	734	499
Total B: Goods Carriers	**4,50,994**	**4,40,482**	**4,12,019**	**3,99,988**	**42,427**	**35,089**
Total LCVs	**4,82,528**	**4,92,306**	**4,42,297**	**4,36,405**	**43,917**	**37,261**
Total Commercial Vehicles (CVs)	**7,45,396**	**7,77,649**	**6,83,590**	**6,99,507**	**60,950**	**50,778**
Society of Indian Automobile Manufacturers (12/01/2024)						

SIAM

Segment & Company wise Production, Domestic Sales & Exports Report of Commercial Vehicles for April-December 2023

Report III

(Number of Vehicles)

Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April-December		April-December		April-December	
Manufacturer	2022-23	2023-24	2022-23	2023-24	2022-23	2023-24
Commercial Vehicles (CVs)						
M&HCVs						
A: Passenger Carriers						
Ashok Leyland Ltd	12,872	16,101	6,786	11,216	5,177	4,955
Force Motors Ltd	37	-	37	-	-	-
Olectra Greentech Limited	429	299	428	299	-	-
SML Isuzu Ltd	2,609	3,191	2,261	2,891	18	51
Switch Mobility Automotive Ltd	-	53	-	73	-	-
Tata Motors Ltd	3,841	5,668	7,245	9,266	1,419	1,902
VECV-Eicher	8,783	11,627	7,268	9,343	792	783
Total A: Passenger Carriers	**28,371**	**36,939**	**24,025**	**33,088**	**7,406**	**7,691**
B: Goods Carriers						
Ashok Leyland Ltd	74,732	73,634	69,650	70,267	1,953	1,298
Mahindra & Mahindra Ltd	4,393	6,026	4,231	5,716	93	47
SML Isuzu Ltd	1,436	1,677	1,537	1,508	91	20
Tata Motors Ltd	1,18,511	1,27,392	1,08,780	1,14,529	5,125	3,232
VECV-Eicher	35,425	39,675	32,087	36,893	2,365	1,229
VECV-Volvo	-	-	983	1,101	-	-
Total B: Goods Carriers	**2,34,497**	**2,48,404**	**2,17,268**	**2,30,014**	**9,627**	**5,826**
Total M&HCVs	**2,62,868**	**2,85,343**	**2,41,293**	**2,63,102**	**17,033**	**13,517**

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Sub-segment & Company wise Production, Domestic Sales & Exports Report of Commercial Vehicles for April-December 2023

Report IV

(Number of Vehicles)

Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April-December		April-December		April-December	
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)						
C1: No. of seats including driver exceeding 9 but less than or equal to 13 (M3)						
b : Buses Chassis						
SML Isuzu Ltd (Supreme 4240, S7 5100, Super AB)	-	9	-	-	-	-
Total b	**-**	**9**	**-**	**-**	**-**	**-**
Total C1	-	**9**	-	-	-	-
C2: No. of seats including driver exceeding 13 (M3)						
a : Buses Fully Built						
Ashok Leyland Ltd	298	225	302	441	50	24
Force Motors Ltd	37	-	37	-	-	-
SML Isuzu Ltd (Executive LX, Supreme 4240, Supreme 4760	1,535	1,848	2,079	2,646	18	51
Tata Motors Ltd	3,492	3,765	3,336	1,535	413	574
VECV-Eicher (10.90/Pro3009)	3,560	3,969	2,700	2,594	437	349
Total a	**8,922**	**9,810**	**8,453**	**7,216**	**918**	**998**
b : Buses Chassis						
Ashok Leyland Ltd	641	687	66	33	277	621
SML Isuzu Ltd (Supreme 4240, S7 5100, Super AB)	1,003	1,254	148	124		
VECV-Eicher (10.90,10.90/Pro3009)	2,310	3,545	2,134	2,689	119	95
Total b	**3,954**	**5,486**	**2,348**	**2,846**	**396**	**716**
Total C2	**12,876**	**15,296**	**10,801**	**10,062**	**1,314**	**1,714**
Total C	**12,876**	**15,305**	**10,801**	**10,062**	**1,314**	**1,714**
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	133	-	-	-	227	-
Total a	133	-	-	-	**227**	-
b : Buses Chassis						
Ashok Leyland Ltd	852	777	-	-	676	751
Total b	**852**	**777**	-	-	**676**	**751**
Total D1	**985**	**777**	-	-	**903**	**751**

SIAM

Sub-segment & Company wise Production, Domestic Sales & Exports Report of Commercial Vehicles for April-December 2023

Report IV

(Number of Vehicles)

Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April-December		April-December		April-December	
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	138	314	204	587	-	-
SML Isuzu Ltd	60	70	28	102	-	-
Tata Motors Ltd	149	1,900	1,467	4,302	-	2
VECV-Eicher	949	1,057	706	1,160	1	6
Total a	**1,296**	**3,341**	**2,405**	**6,151**	**1**	**8**
b : Buses Chassis						
Ashok Leyland Ltd	1,165	1,138	734	826	16	-
SML Isuzu Ltd	11	10	6	19	-	-
VECV-Eicher (,12.12)	572	856	643	1,331	2	4
Total b	**1,748**	**2,004**	**1,383**	**2,176**	**18**	**4**
Total D2	**3,044**	**5,345**	**3,788**	**8,327**	**19**	**12**
Total D	**4,029**	**6,122**	**3,788**	**8,327**	**922**	**763**
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	22	39	105	115	-	-
Olectra Greentech Limited (iX Electric Bus)	300	137	299	137	-	-
Tata Motors Ltd	-	-	317	438	100	79
VECV-Eicher	14	174	45	119	-	-
Total a	**336**	**350**	**766**	**809**	**100**	**79**
b : Buses Chassis						
Ashok Leyland Ltd	949	1,778	760	1,574	-	-
VECV-Eicher	40	103	40	81	-	-
Total b	**989**	**1,881**	**800**	**1,655**	**-**	**-**
Total E2	**1,325**	**2,231**	**1,566**	**2,464**	**100**	**79**
Total E	**1,325**	**2,231**	**1,566**	**2,464**	**100**	**79**

SIAM

Sub-segment & Company wise Production, Domestic Sales & Exports Report of Commercial Vehicles for April-December 2023

Report IV

(Number of Vehicles)

Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April-December		April-December		April-December	
Manufacturer	2022-23	2023-24	2022-23	2023-24	2022-23	2023-24
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**	-	-	-
F2: No. of seats including driver exceeding 13 (M3)						
a : Buses Fully Built						
Ashok Leyland Ltd	117	697	250	1,312	399	203
Olectra Greentech Limited (X2 Electric Bus)	128	96	128	96	-	-
Switch Mobility Automotive Ltd	-	30	-	28	-	-
Tata Motors Ltd	-	-	2,126	2,991	906	1,247
VECV-Eicher	232	291	-	[illegible]	214	301
Total a	**477**	**1,114**	**2,504**	**4,428**	**1,519**	**1,751**
b : Buses Chassis						
Ashok Leyland Ltd	8,557	10,446	4,309	6,328	3,532	3,366
Switch Mobility Automotive Ltd	-	2	-	-	-	-
VECV-Eicher (20.15)	1,106	1,632	1,000	1,368	19	28
Total b	**9,663**	**12,080**	**5,309**	**7,696**	**3,551**	**3,384**
Total F2	**10,140**	**13,194**	**7,813**	**12,124**	**5,070**	**5,135**
Total F	**10,140**	**13,194**	**7,869**	**12,124**	**5,070**	**5,135**
G : No. of seats including driver exceeding 13 and Max Mass/GVW more than 18.5 tonnes (M3)						
a : Buses Fully Built						
Olectra Greentech Limited (CX2 Electric Coach Bus)	1	66	1	66	-	-
Switch Mobility Automotive Ltd		21		45		
Total a	**1**	**87**	1	**111**	**-**	**-**
Total G	**1**	**87**	1	**111**	-	-
Total M&HCVs (Passenger Carriers)	**28,371**	**36,939**	**24,025**	**33,088**	**7,406**	**7,691**

SIAM

Sub-segment & Company wise Production, Domestic Sales & Exports Report of Commercial Vehicles for April-December 2023

Report IV

(Number of Vehicles)

Category	Production		Domestic Sales		Exports	
Segment/Subsegment	April-December		April-December		April-December	
Manufacturer	2022-23	2023-24	2022-23	2023-24	2022-23	2023-24
B: Goods Carriers						
A3: ICV-Max Mass/GVW more than 7.5 tonnes but less than or equal to 10.0 tonnes (N2)						
a : Tippers						
SML Isuzu Ltd (Supreme/Super/Samrat Tipper)	532	532	552	606	28	10
Tata Motors Ltd	1,712	1,845	1,511	1,592	79	121
VECV-Eicher (Pro 1080/Pro1095)	796	753	640	585	99	135
Total a	**3,040**	**3,130**	**2,703**	**2,783**	**206**	**266**
b : Haulage						
Ashok Leyland Ltd	244	385	92	222	169	118
Mahindra & Mahindra Ltd (Furio 10,11)	226	319	223	300	-	-
SML Isuzu Ltd (Super,Super, samrat , supreme)	78	176	37	47	63	10
Tata Motors Ltd	4,767	5,345	559	49	490	421
VECV-Eicher (Pro1080/Pro 090/Pro1095/Pro2095)	1,596	1,084	680	517	948	490
Total b	**6,911**	**7,309**	**1,591**	**1,123**	**1,668**	**1,039**
Total A3	**9,951**	**10,439**	**4,294**	**3,906**	**1,874**	**1,305**
A4: ICV-Max Mass/GVW more than 10.0 tonnes but less than or equal to 12.0 tonnes (N2)						
a : Tippers						
Ashok Leyland Ltd	641	838	653	836	-	-
Tata Motors Ltd	351	-	315	1	83	-
VECV-Eicher (Pro1110)	393	1,025	405	822	-	-
Total a	**1,365**	**1,863**	**1,373**	**1,659**	**83**	**-**
b : Haulage						
Ashok Leyland Ltd	2,094	3,061	1,875	2,748	228	254
SML Isuzu Ltd (Samrat CNG Samrat 1212,Samrat, Samrat 1	804	950	924	844	-	-
Tata Motors Ltd	9,724	9,593	8,790	8,615	828	830
VECV-Eicher (,Pro 1110)	7,968	9,746	8,041	9,483	114	177
Total b	**20,590**	**23,350**	**19,630**	**21,690**	**1,170**	**1,261**
Total A4	**21,955**	**25,213**	21,003	**23,349**	**1,253**	**1,261**

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