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**Government Decisions
Will Ensure Smooth
Regulation of the
Industry**

**Haresh Melwani
CEO, H L Nathurmal**

**India's Infra Push To Boost Demand
for Galvanized Steel Products
(Part One)**

June's Copper Market Volatility





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D. A. Chandekar Editor

Dear Readers,

The results of the general elections in India were declared on 4th June and the 18th parliament came into existence. The BJP lead National democratic Alliance (NDA) were able to surpass the mid mark of 272 seats and their leader Mr Narendra Modi was invited for the third consecutive time by the President to form the government. Accordingly the first swearing in ceremony was conducted and the new government is now in place.

India took the liberal economy path way back in 1991-92 and as a part of this model, many commodities including steel was de-controlled. This meant that the metals prices were no more controlled by the government and also licence and quota raj in the minerals & metals industry came to an end. Now anybody wanting to start metal production could do so without any permission from the government. This really helped the industry and the metals production rose manifold after this, thanks to the private entrepreneurship developed in the country.

Though the government no more controls the industry after the liberalization, it is expected to act as a facilitator for the industry. There are so many issues facing the metallurgical industry in the country and the GOI being the custodian of the industry, should be addressing these issues on priority basis.

Though we have set an ambitious plan of augmenting the metals producing capacity, we seem to be falling short by a big margin. There are not enough companies in the country to design and construct the metal producing and processing plant. With the available resources, it is very clear that we will not be able to reach anywhere near our target. Further, only constructing plants is not enough, we have to develop the complete ecosystem like raw material linkages, enhance the production and availability of important inputs like ore, coal, lime, refractories, etc. What is the status of these satellite industries? In my opinion, far from satisfactory as regards supporting our plan.

When we discuss about a manpower intensive industry like metallurgical, we can not overlook the technically qualified human resource factor. The number of metallurgists graduating every year is very very less. Further in many engineering colleges, the branch Metallurgy is merged with Material Science. How can we expect the metals industry to grow unless we produce enough metallurgists? Also, if we don't give enough salaries and good working environment, we can not retain them. They will surely search better opportunities in other industries to further their career.

The new government seems serious about the infrastructure development. This will require huge quantities of metals. I am sure the GOI will address the fundamental issues facing the minerals & metals industry and ensure its smooth ride ahead!

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Government Decisions Will Ensure Smooth Regulation of the Industry

Haresh Melwani
CEO, H L Nathurmam



Haresh Melwani is a prominent entrepreneur based in Goa, renowned for his diverse business ventures. His investments span across various industries including mining and processing of minerals, ore beneficiation, sugar production, energy cogeneration, ethanol production, and cosmetics manufacturing and distribution. Melwani holds the notable achievement of discovering the first deposits of Dolomite and Calcium Bentonite in Goa, minerals that had never been mined in the region before. His expertise in mineral exploration has led to the identification of several commercially viable mineral deposits both within Goa and in surrounding areas. His contributions have significantly advanced the mining sector in the region, showcasing his knack for uncovering new opportunities and driving industrial growth. Mining is vital to Goa's economy, but in 2012, it abruptly ceased, causing a ripple effect that shut down all associated businesses and profoundly affected those reliant on the industry. Now, there is optimism about its potential revival, despite several challenges that must be addressed, as explained by mine owner Haresh Melwani.



1. What steps can be taken to restart mining operations in Goa? What conditions must be met?

The State and Central governments recognize the critical importance of restarting mining in Goa and have taken several steps towards this goal, such as forming the Mineral Development Corporation and amending the MMDR Act. However, there are still significant challenges due to the lack of proper infrastructure. Since 2012, there have been proposals to build an elevated mining road, but the roads remain unpaved. When trucks attempt to overtake, they must leave the road, causing dust pollution. Additionally, the rural roads in Goa, initially constructed by former mining companies, were later handed over to the government for public use.

Mining is a vital industry for Goa, rich in natural resources, and requires effective strategies for proper utilization. However, there are shortcomings in the existing infrastructure and resources, such as the absence of a

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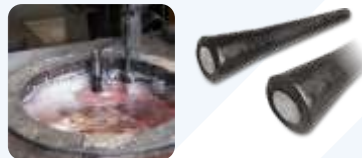
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Face to Face

proper laboratory for analysis. Mining companies also bear some responsibility, as there has been insufficient study on what is being produced and exported. Often, iron ore is shipped out without thorough assessment, and the utilization of the revenue generated from mining needs more strategic planning and research.

2) As a member of FIMI, you recently submitted a report to the Goa government. What was included in that report?

I pointed out that all major minerals are controlled by the central government, and we have been urging them to reconsider this. Environmental clearance is also under government jurisdiction. Relying on a single product in any business leads to inevitable failure. The auction process for mining rights has failed across India because our development is not on par with other countries where the auction model has succeeded. We have conducted extensive studies and presented our findings to the government, but policy decisions remain in their hands. While the government should regulate the industry, in Goa, there has been a lack of effective regulations, allowing anyone to operate without proper oversight. We need to assess if our current regulations are better than they were in 2011, and whether our understanding of our mineral resources has

improved. The authorities need to address these questions. As an industry, we continually propose what we need, but only firm government decisions will ensure smooth regulation of the industry.

3) How did the closure of mining in 2012 impact Goa's growth, particularly affecting mine owners and related businesses such as truck owners?



The Goa government used to receive a royalty of 1.5 crore from mining, but more significantly, 7-8 crores were paid annually to the central government in taxes, from which Goa received no share. If the state had received a portion of that revenue for infrastructure development, we wouldn't be facing our current challenges. Even when mining was operational, there was no proper infrastructure—no paved roads or efficient water transport. Additionally, there wasn't a proper laboratory for testing; although Goa University has a laboratory, it lacks the necessary equipment. If the funds had been used correctly to build a laboratory and hire professionals, it would have had a positive

impact. While the government is taking some steps, we are



Infrastructure - Paving A Path Of Development For The State

still falling behind.

4) What steps can be taken to restart mining in Goa?

I humbly request that we learn from our past mistakes. We need to train manpower for our department. If we implement auctions, mining can resume, providing employment opportunities, but regulations must be very strict. There are many mines worldwide producing 5 million tonnes per annum with only 4-5 workers due to electronic means. Our export was 5 crore tonnes, but without proper regulation, we can't provide an accurate figure. The government is keen to restart mining but is unsure how to proceed. As an investor, I invest in minor minerals because it's safer and legal, whereas the market for major minerals is unstable. If regulations are properly set, legal mining can realistically restart within a year, but strong control mechanisms are necessary. Land and iron ore have become so valuable that everyone is turning into brokers in Goa, often forgetting their responsibilities when money is involved. ■



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India's Infra Push To Boost Demand for Galvanized Steel Products

(Part One)

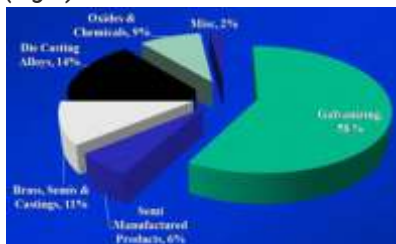
INTRODUCTION

Galvanizing industry is a vital downstream sector in our economy, playing a significant role in preventing corrosion of steel products and structures. India loses about 4% of its GDP by way of corrosion losses every year. The galvanizing industry had a humble beginning in post-independent India, expanded in the nineties, has come a long way and it is poised for a greater role in the coming years in meeting India's ever-growing demand, besides catering to the global markets.

GLOBAL & INDIAN SCENARIOS

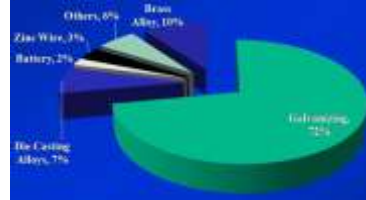
Of all the coated materials in the world, Zinc-coated steel products would easily be the largest share; zinc is applied through hot dip galvanizing, electro galvanizing, thermal spraying, electroplating, zinc sacrificial anodes, zinc-containing paints as well as powders. Even among zinc-coated steel sheets, there are galvanized, galvalume, galvanealed, galfan and color-coated steel sheets.

(Fig-1) End Uses of Zinc - World



2023 World Zinc Production (13.5 Mt)

(Fig-2) End Uses of Zinc - India



India's Zinc Production 2022-23 (0.8 Mt)

Out of 13.5 Mt of Zinc produced globally, 58% goes for galvanizing (Fig-1); in India, out of 0.8 Mt of zinc produced during 2022-23, 72% has gone to the galvanizing sector (Fig-2).

WHY GALVANIZE?

Steel is the most widely used engineering and construction material. But unfortunately it corrodes gradually. Hence there is an imperative need for protecting all exposed steel structures; public infrastructure, created with huge outlays, which are permanent national assets and they need to be protected for a long maintenance-free service life. Zinc, well known for its excellent corrosion resistance, is the most widely applied coating material of choice:

Zinc has the following inherent advantages:

- excellent corrosion resistance
- long maintenance free life
- great natural affinity for steel
- life directly proportional



L. Pugazhenthay
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Hot Dip Galvanizing

Hot dip galvanizing is a process wherein well-cleaned steel products are dipped in molten zinc for the required immersion time; the steel-zinc reaction leads to a metallurgically bonded coating. This coating gives both barrier as well as sacrificial protection, a value added property incidentally.



(Fig-3) A factory controlled metallurgical reaction of zinc and steel that provides "barrier" and "sacrificial protection" to steel



(Fig-4) Photomicrograph of a section through a typical hot dip galvanized coating.

VAS

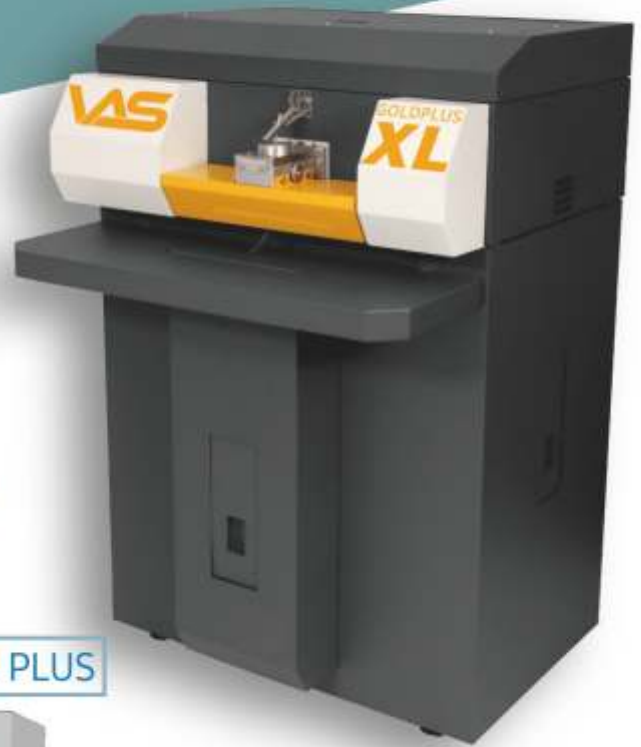
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(Fig-5) Even among hot dip galvanizing, there are two types: batch galvanizing and continuous galvanizing

Galvanizing – Past

Post-independent India obviously laid more emphasis on agriculture, irrigation, dams, power, transport, defence etc. The country had a very tight "licensing raj" with industrial licences as well as import licenses, till 1991. India also had severe foreign exchange crunch; conservation of foreign exchange and import substitution were the priorities in the Govt. of India. India was totally import dependent for many metals, including Zinc and Lead.

Galvanizing of steel sheets began in Jamshedpur in the then Tata Iron & Steel Company Ltd, the earlier avatar of Tata Steel, in the early sixties they were cut sheets dipped in molten zinc, extracted and passed through steel rollers.

Tinplate Company of India, a subsidiary of TISCO also had similar cut sheet galvanizing lines. Indian Iron & Steel Co. Ltd. (IISCO) Burnpur also had a cut sheet galvanizing line.

In the late sixties the modern day high speed Sendzimir lines for continuous galvanizing of steel sheets were set up by Hindustan Steel Ltd (the predecessor of SAIL) at Rourkela and Bokaro (Fig-6). In the mid-eighties many thin gauge sheet galvanizing lines were licensed and came up across the country; such sheets, being lighter, were preferred in the hilly regions of J & K, HP, North East etc. for roofing, paneling, sheds etc.



(Fig-6- Sheet Galvanizing)

Many State Electricity Steel Boards (Punjab, Orissa, Kerala, Tamil Nadu) had their own captive galvanizing units for steel structurals used for substation structures, power transmission etc. For galvanized nuts & bolts, Guest Keen Williams (GKW) had a centrifuge galvanizing plant in Howrah, West Bengal. Govt of India set up a structural galvanizing unit in Triveni Structurals at Allahabad. Indian Railways also had a captive galvanizing plant at Raipur for galvanizing of railway electrification towers,

Kamani EnggCorpn as well as Richardson & Cruddas setup multi locational general galvanizing units in India for domestic as well as export markets.

In the seventies and eighties, there were a number of tube galvanizing units in India such as Indian Tube Company, Bharat Steel Tubes, Zenith Steel Pipes, Gujarat Steel Tubes, Ambica Steel Tubes etc. Their products had a ready market in India for drinking water pipes, irrigation, sprinkler irrigation etc., India was also a major exporter of galvanized ERW tubes; some of the above companies used to secure Export Performance Awards given by EEPC (Engg. Export Promotion Council) year after year.

India also had a number of continuous steel wire galvanizers such as Usha Martin Block (Wire Ropes), Special Steels Ltd, Industrial Cables India, Devidayal Wires, Hindustan Wires, Deccan Wires etc. These galvanized wires were mainly used for making wire ropes, barbed wire, cable armour etc., the above companies were also exporting their products to many overseas countries.

There were also a number



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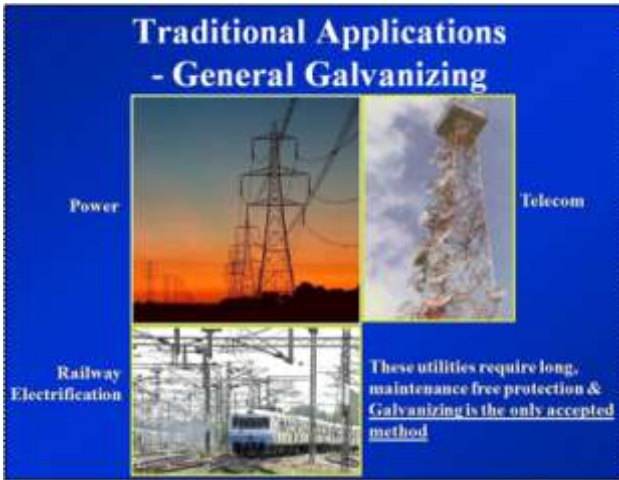
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of small units in India for galvanizing of steel buckets, pipe fittings, nuts & bolts with primitive technologies in Howrah, Ludhiana, Kanpur etc.,

In general galvanizing, the galvanized steel

structures were mainly used in traditional applications like power, railway electrification & telecom, giving a long maintenance free life (Fig-7).

In 1985, the Lotus Temple (Fig-8), using about 300 tonnes of galvanized rebar

– India's first example - came up, taking the cue from the Opera House at Sydney. ILZDA was instrumental in introducing this concept. Even today the temple looks bright and beautiful without any concrete cracking, ruststains etc.

(Fig-8)

India also started the process of standardization for the galvanizing industry, based on overseas standards like BIS, JIS, ASTM etc., Indian Standards Institution (ISI), which has now become Bureau of Indian Standards (BIS), played a catalytic role from the sixties and it is continuing its work now, aligning many Indian Standards with ISO (International Standards Organization) standards.

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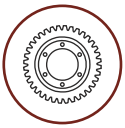


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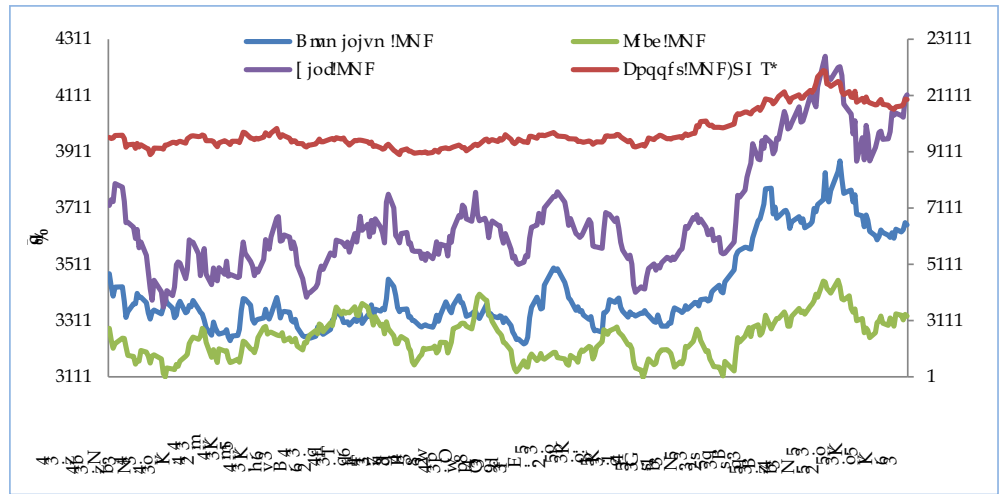
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June's Copper Market Volatility

Copper prices in June took a roller coaster ride, experiencing a significant decline despite forecasts of a bullish year. Worries about weakening demand, particularly from China, the world's largest copper consumer, put downward pressure on prices. A slowdown in China's manufacturing sector and a persistent property crisis dampened copper consumption. Stockpiles of copper rose in June, indicating a potential supply glut. This further fuelled fears of a price correction, as readily available metal could outpace demand. However, expectations of interest rate cuts by The Federal Reserve offered some temporary relief towards the end of the month. A weaker dollar can make copper more attractive to overseas buyers, leading to a price increase. Despite these counterbalancing forces, the downward pressure dominated in June. Prices fell by an estimated 4.40% compared to May. Shanghai Copper Stocks: Shanghai Copper stocks have seen a significant jump in June at time when they should have been shrinking as usually demand picks up towards the second half of the year. Stockpiles have risen over 330,000 tons during the first week of June which is seasonally the highest on record. Due to

LME Daily Prices:

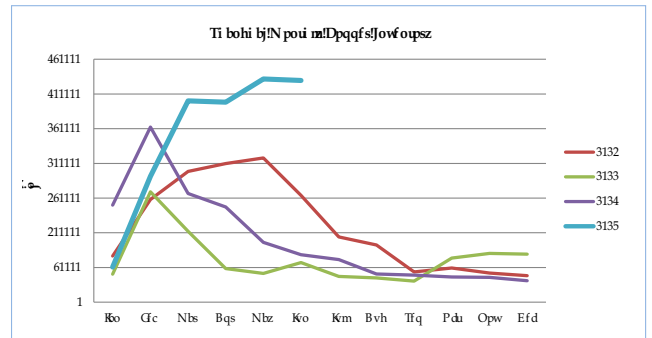


Source: Bloomberg, NB Research

China's highly cyclical economy, inventories normally peak in March and then decline as manufacturers increase production in the run-up to the summer. The slump in demand is evident from China's official Manufacturing PMI which slipped into contraction after briefly moving into expansion for a couple of months. On the bright side Copper inventories post the peak witnessed during the start of June have started to decline. Copper Inventories on the Shanghai futures have seen a decline for three straight weeks indicating some signs that buyers maybe returning to the market post the sharp slump in Copper prices. Copper prices have fallen by roughly 13% from the record high seen in May.

Copper Treatment Charges:

Chinese copper smelters and Chilean miner Antofagasta Plc are negotiating significantly reduced refining rates for the second half of



the year, highlighting a growing discrepancy between China's inflated capacity to process the metal and the constricting global ore supplies. The world's largest mining company, Antofagasta, has reportedly offered to cover treatment costs at an exceptionally cheap \$10 per ton, according to sources with knowledge of the discussions who want to remain anonymous while discussing sensitive subjects. According to them, Chinese smelters are requesting a figure in the high \$30s, which is likewise unusual. Agreements between miners and smelters are layered on a spot, half-yearly, and annual basis. Antofagasta is expected to end up with an agreement that sets



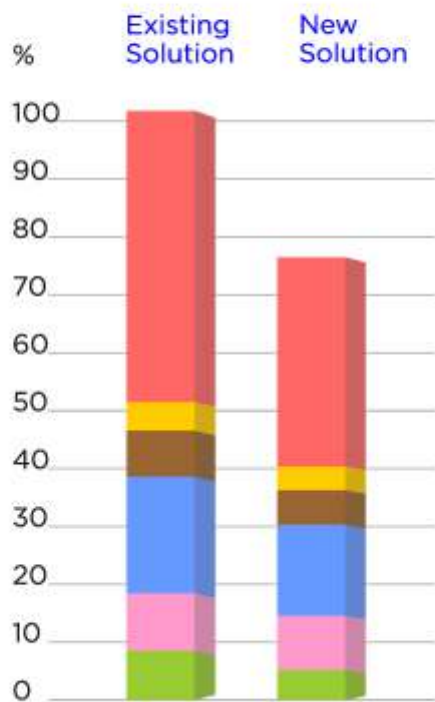
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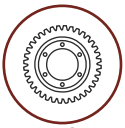
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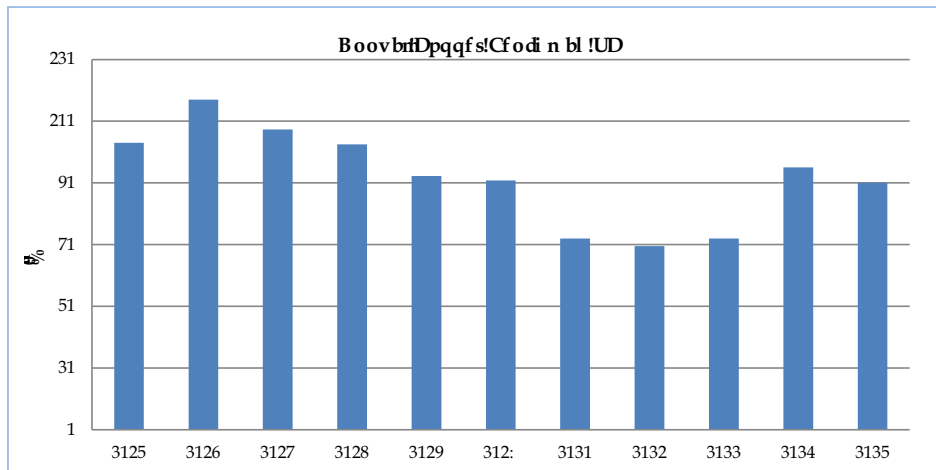
Industry Update

term fees at a record low, signalling constrained ore supply. This is because of the remarkable decrease in spot treatment costs that have fallen to zero. Smelters in top copper consumer China have faced concentrate shortages since last year when First Quantum lost the right to operate its Cobre mine in Panama, which accounted for 1% of global mined supply in 2022.

!

Statistics showed slower hiring and wage growth in June, and a slight increase in the unemployment rate. Swap traders now believe there's a 75% chance of a rate cut in two months.

We believe that a rate cut in September is likely and the swaps market is anticipating



United States Monetary Cut Expectations:

Optimism about possible US interest rate cuts, supported by recent economic data, has improved the outlook for Copper. A weaker dollar can make copper more attractive to overseas buyers, leading to a price increase.

Since last July, the Federal Reserve has kept its key interest rate between 5.25% and 5.5%—the highest in over 20 years. However, recent poor economic data suggests the Fed might start lowering rates as soon as September. Data from the US Bureau of Labor

two cuts this year.

Market Outlook:

Analysing the key market indicators we are of the view that post the sharp decline in Copper price in June we could see prices resume it's up trend. We have seen some early signs of demand picking up at lower price points with the decline in Shanghai Copper inventory. Also there are expectations from China's big policy

meet in Beijing the Third Plenum that will show how the government plans to approach problems around overcapacity and faltering demand. Also, positive commentary from the United States Federal Reserve Chairman Jerome Powell has raised expectations for an interest rate cut in the United States. Powell said earlier last week that inflation is returning to a downward path, spurring market confidence about monetary easing. We expect Copper prices to trade higher in this month and test 910 on MCX buying on dips is recommended.



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Hindalco invests in copper recycling in India



Hindalco has ordered a comprehensive electronic scrap processing system from Metso Corp. to recover copper. This new system will be constructed near Hindalco's existing copper production facility in Gujarat, India. Hindalco, a subsidiary of the Aditya Birla Group, which also owns the Atlanta-based aluminum producer and recycler Novelis Inc., will situate the new copper recovery system adjacent to the Birla copper unit in Pakhajan, India.

Metso, headquartered in Finland, has stated that this greenfield facility will be the first of its kind in India and is designed to produce 50,000 metric tons of low-carbon copper annually.

The equipment and technology ordered by Hindalco include three Kaldo furnaces, an anode furnace, an anode casting shop, gas cleaning systems, and additional supporting equipment. The new facility is expected to be built and operational within two years, with Metso also providing the basic engineering for the plant.

Vedanta Aluminium Gears Up for EU's CBAM Challenge

In line with global efforts to combat climate change, the European Union has introduced a significant measure—the Carbon Border Adjustment Mechanism (CBAM), designed to regulate the import of carbon-intensive products, such as aluminium, by charging a tariff based on the emissions produced during their manufacturing.

This tariff currently applies to six product categories – aluminium, iron and steel, hydrogen, electricity, cement, and fertiliser, irrespective of the product's origin. The CBAM is set to come into effect in January 2026. In preparation, the European Union has already begun requesting reports on the carbon emissions of goods exported to the EU.

As the CBAM is also applied to aluminium, Vedanta Aluminium is filing reports on its Scope 1 emissions in compliance with CBAM requirements. According to Vedanta's report, the company is progressively reducing greenhouse gas intensity through conscious efforts like



including renewable energy in the power mix and expanding the usage of biofuels for smelting aluminium and deploying India's largest fleet of electric forklifts across their operations.

John Slaven, CEO of Vedanta Aluminium said, "We are focusing on further diversifying our power portfolio through the increased use of renewable energy (RE) and sustainable alternatives such as biofuels. Towards fulfilling this aim, we have entered into long-term power delivery agreements to source an initial 1,335 MW of renewable energy. This will comprise a mix of both solar and wind energy, which will together contribute to powering Vedanta Aluminium's operations across Odisha and Chhattisgarh. It will also result in a reduction of GHG emissions of ~3.2 million tonnes of CO2 per year, thereby contributing significantly to our decarbonisation efforts. In addition, we will deploy innovative new process technologies to decarbonise the value chain as and when they become commercially available."

Beyond Scope 1 emissions, Vedanta has low-carbon aluminium products like Restora and Restora ULTRA. John Slaven said Vedanta would continue to meet the European Union's growing demand for low-carbon primary products with Restora and Restora ULTRA, as even today, the EU is willing to pay a modest premium for the low-carbon products.

Vedanta Aluminium is committed to reaching net zero by 2050 and is actively working to reduce their carbon emissions.

Quebec National Day Celebration

The Quebec province of Canada celebrates its National Day on June 24, and this tradition is upheld by Quebec offices worldwide. In Mumbai, our office organized a celebratory event, inviting our trade, socio-cultural, and education partners who have facilitated various exchanges. The official ceremony commenced with an address by our director, Mr. Francis Paradis. He announced that starting June 28, 2024, our office would relocate to a new, separate location, having previously operated from the Consulate General of Canada.

Following Mr. Paradis' speech, Mrs. Manisha Patankar



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Mr. Francis Paradis, Director of Quebec Government Office in India addressing the audience

Mhaisker, Principal Secretary and Chief Protocol Officer of Maharashtra, took the stage. She acknowledged and welcomed the move in her speech. The formal proceedings were followed by a lucky draw organized by Air Canada, resulting in two winners receiving business class tickets from Delhi to Montreal. The event concluded with a dinner for all the attendees.

Hindustan Zinc and AEsir Technologies Partner on Zinc Batteries



Hindustan Zinc Limited has signed a memorandum of understanding with AEsir Technologies, Inc., a US-based company specializing in next-generation zinc battery technologies. Under this agreement, Hindustan Zinc will be the preferred supplier of zinc, a crucial raw material for AEsir Technologies' advanced batteries.

Zinc-based batteries offer a compelling alternative to current energy storage solutions, providing higher power at lower costs, minimal maintenance, and lifespans of up to 20 years. These attributes make them ideal for large-scale energy storage in industrial settings. Hindustan Zinc's partnership with AEsir aligns with its commitment to exploring new applications of zinc in the clean energy transition. Zinc batteries are revolutionizing energy storage due to their corrosion resistance, cost-effectiveness, recyclability, stability, and environmental friendliness.

They provide reliable backup power for extended periods and are built with non-flammable materials, ensuring

greater safety. AEsir's Nickel Zinc (NiZn) batteries have demonstrated dependability in sectors such as defense, renewable energy, data centers, and 5G telecom infrastructure. Continuous improvements have resolved issues like electrolyte dry-out, dendrite growth, and zinc migration.

Arun Misra, CEO of Hindustan Zinc Limited, emphasized zinc's integral role in a low-carbon future, stating, "Our focus is to produce metals sustainably for applications that power the ongoing global energy transition. This partnership with AEsir Technologies is a step forward in our work in the clean technology space, providing high-quality zinc for advanced energy storage solutions."

Randy Moore, CEO & Co-Founder of AEsir Technologies, highlighted the significance of energy storage in the energy transition. "Zinc batteries are the best story around energy storage. This collaboration with Hindustan Zinc provides us with critical raw material for our Nickel Zinc batteries. We are pleased to partner with Hindustan Zinc, a global leader in sustainability," he said.

Hindustan Copper Ltd Set to Surpass Capex Goals Amid Increasing Demand

Hindustan Copper Ltd is on track to exceed its Rs 350 crore capital expenditure target for the current fiscal year. The company is continuing its investments in mine expansion and expects substantial growth in copper demand fueled by the renewable energy, transportation, and construction sectors. Hindustan Copper Ltd reported in a BSE filing that it is poised to surpass this year's capex target, mirroring last year's performance. The ongoing investment efforts are focused on enhancing its mining operations.

The company has issued a tender for appointing a developer for the Rakha mine, signaling new investments. It anticipates strong copper demand driven by the growth in renewable energy, transportation, and construction sectors, with analysts predicting double-digit growth in these areas in the near term.

India's current per capita refined copper consumption is 0.5 kg, which is significantly lower than the global average of 3.2 kg per capita. Given India's aggressive growth and expected double-digit expansion, domestic copper demand is projected to outpace global demand, according to the PSU. Hindustan Copper Ltd operates under the Ministry of Mines and has facilities for producing and marketing copper concentrate, copper cathodes, continuous cast copper rod, and byproducts.



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Announces

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Appeal

With increasingly pressing needs of light weighting, environmental concerns, design and availability constraints with conventional materials such as wood, steels and FRP, alternative material are being considered by shipbuilders most prominent amongst them is Aluminium.

Major shipyards have already started building Aluminium boats, mostly catering to Government, Naval and Defence needs. There are now, however, many emerging applications such as leisure boats, fishing boats, sports and ambulance to name a few, which can be of great interest to smaller and medium scale ship-builders. These ships in Aluminium are well established in countries like South Korea, Netherlands, Austria, Japan, etc. We, however, need to acquire knowledge on design, Aluminium alloys, shapes and forms, fabrication and

joining technologies, various standards, certification process and so on.

Encouraged by the enthusiastic response to our maiden conference on 'Ship building.... In April 2022 and subsequent feedback received from various companies during further visits and interaction, we realized that there is a definite need for a focused conference on 'Aluminium in shipbuilding'

We are there pleased to announce the conference in Goa during November 2024. We believe that this conference on "Aluminium in Ship building" will provide a great value to the participants and open new doors in coming year.

We now look forward to your active participation.

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1. Aluminium and Sea Water
2. New opportunities and growth of shipbuilding Industry
3. Plate nesting / cutting
4. Welding methods and machines
5. Case study on welding
6. Welding fillers, wires and consumables
7. Aluminium foam products
8. Ship architecture and designs
9. Ship designs technology
10. Navel designs and engineers
11. Use of renewable energy in modern ships (solar)
12. Ship painting
13. Marine architecture (Interior Design)
14. Construction and fabrication of shipbuilding
15. Classifications societies (IRS/LRS)
16. Ship design accommodation and outfits
17. Aluminium extrusions in shipbuilding industry
18. Capsizing boat design and construction

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How is India's hunt for critical minerals going? | Explained

Why are lithium, copper, cobalt, graphite and others essential for the economy's green transition? In which States have reserves been found? Why have there been hiccups in the auction process? What lies ahead? Which country dominates global supplies?

In late June, the Centre declared the winning bidders for mining rights in six blocks of critical minerals, including graphite, phosphorite and lithium, for which India largely relies on imports. These are the first private players awarded such rights under the revamped Mines and Minerals law.

Minerals such as copper, lithium, nickel, cobalt are known as critical minerals, as they along with some rare earth elements, are essential for the world's ongoing efforts to switch to greener and cleaner energy as reported by Vikas Dhoot from The Hindu newspaper . As per the International Energy Agency (IEA), lithium demand rose by 30% in 2023, followed by nickel, cobalt, graphite and rare earth elements which saw an 8% to 15% growth, with the aggregate value of such minerals pegged at \$325 billion. In its Global Critical Minerals Outlook 2024 report, the agency has flagged that the world's goal to limit global warming to 1.5 degrees Celsius in the net zero emissions scenario, would translate into very rapid growth in demand for these minerals.

By 2040, the demand for copper is expected to rise 50%, double for nickel, cobalt and rare earth elements, quadruple for graphite and eightfold for lithium, which is crucial for batteries. The development of sustainable supply chains for such minerals is, therefore, an unavoidable task. In India, the lack of ready reserves of critical minerals has resulted in 100% import dependence for minerals like lithium, cobalt, and nickel. Late last month, Union Mines Minister G. Kishan Reddy highlighted that 95% of India's copper requirements are met through imports. China is a key supplier or processor of many of these items.

China will become the largest refiner of copper to account almost 46% of the market in 2030

China is the largest refiner of copper and will account for a forecast 46% of the market in 2030. China began investing in critical minerals well ahead of other nations, alongside investment in lithium and electric vehicle research.

It is currently the largest investor in clean energy technologies globally, dominating lithium refinement and processing. China also has the world's largest installed capacity of wind and solar PV energy. According to GlobalData, by 2030, the country is expected to produce nearly 6,000 TWh of electricity from non-fossil fuels.

China can achieve this because it has secured control over the supply of several critical minerals—including lithium, graphite, Rare Earth Elements (REEs), and cobalt—and has an unchallenged monopoly on REE production. In addition, the country has either purchased mines or secured valuable contracts to access these resources.

A pattern of investment

To strengthen its upstream dominance, China has been investing heavily in Africa, including countries like the Democratic Republic of the Congo, Zambia, Ghana, and Zimbabwe. It is also expanding in South America, particularly in the lithium triangle (Argentina, Bolivia, and Chile).

In January 2023, Bolivia announced a \$1bn project with CATL, China's largest battery manufacturer, and major mining company China Molybdenum. In April 2023, China's BYD announced plans to build a \$290m lithium cathode plant in northern Chile.

China is the largest refiner of copper

The major copper-producing countries are Chile, Peru, China, and the DRC. While Chile is currently the dominant player in terms of copper mining, China is the largest refiner of copper and will account for a forecast 46% of the market in 2030.

China copper smelters bracing for shortage of vital scrap metal

Chinese copper smelters are bracing for a potential shortage of scrap metal as Beijing's efforts to create a level playing field have the unintended effect of reducing supply.

The Fair Competition Review regulation, due to take effect in August, forbids tax benefits without either approval from the State Council or permission by existing law. Many of China's copper scrap processors rely on tax rebates from local governments, so may have to cut production, which will hit smelters that need the feedstock to make refined metal.

Around 30% of China's refined copper production used scrap metal as a feedstock in 2023, Chen Xuesen, a spokesman at the China Nonferrous Metals Industry Association, said in a press briefing earlier this year.

Copper blister and anode processed from scrap are alternative feedstocks to ore concentrate, which has also been in short supply this year. The processing fees to covert concentrate into metal collapsed to near zero on the spot market due to supply setbacks at global mines and a relentless expansion in Chinese smelting capacity.



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News Update

Some manufacturers processing copper scrap into anode and blister have already cut production in anticipation of rising costs, state-owned researcher Beijing Antaika Information Development Co. said in a note last week.

The competition policy could also disrupt production of other metal that use scrap as a feedstock including aluminum, lead, Shanghai Metals Market said in a report last week of June.

BHP to close Nickel West mines until 2027, blaming global oversupply of nickel



Mining giant BHP has announced it's putting its WA nickel mines on ice for at least three years, blaming an "oversupply in the global nickel market."

In a statement released second week of July 2024, BHP said it would begin suspending its operations at the Kwinana nickel refinery in Perth, the Kalgoorlie smelter and its major mines at Mt Keith and Leinster from October.

It said the decision will be reviewed in February 2027 and it will continue to invest about \$450 million a year to support a potential restart.

In a statement, WA Premier Roger Cook said the move would affect thousands of workers.

"My government will do whatever it takes to support those workers and our regional communities through this difficult time," he said.

The affected mines include BHP's Nickel West operations and West Musgraves project in the Goldfields.

The miner said projections indicate nickel prices over the next five years would fall sharply, giving way to the strong growth of cheaper nickel produced elsewhere.

Redundancies and redeployments

BHP's WA nickel asset president Jessica Farrell fronted a press conference on Thursday evening and said 1,600 frontline workers across the operations would be directly impacted.

"Anyone in our frontline that wants a job with BHP has a job with BHP," she said, although no detail was given on those proposed redeployments.

"We're continuing to work with all of our other employees and support businesses on options where we can for redeployment."

Ms Farrell said any of those frontline workers who chose to take a redundancy would be given one. She said the decision was "difficult but necessary".

Hindustan Zinc powers up with Serentica Renewables

Hindustan Zinc, a firm under the Vedanta group, has commenced receiving power supply from Serentica Renewables. This renewable energy is designated for Hindustan Zinc's operational units in Rajasthan.

On Global Energy Independence Day, Hindustan Zinc announced the start of the first phase of renewable energy integration from Serentica Renewables. Hindustan Zinc has entered an agreement with Serentica for a continuous supply of 450 MW power.

At the time of writing on July 12, 2024 at 12:52 pm shares of Hindustan Zinc is currently trading at ₹671.70 which is a 0.015% gain than the previous close. The stock has gained a total of 101% in the last one year, and 110% since the beginning of the year.

Currently, Hindustan Zinc possesses a captive solar power capacity of 40.70 MW and relies on conventional fuel sources for the rest of its energy needs.

The renewable power from Serentica will significantly increase the proportion of renewable energy in Hindustan Zinc's overall energy mix.

This initiative marks a major milestone in Hindustan Zinc's commitment to sustainability and clean energy. The project aims to reduce about 0.45 million tonnes of CO2 emissions annually.

Hindustan Zinc CEO, Arun Misra, highlighted that this project will not only lessen dependency on conventional fuels but also support the company's transition towards decarbonizing its operations, fostering a sustainable future.

Akshay Hiranandani, CEO of Serentica Renewables, noted that the ahead-of-schedule commissioning of Phase 1 (solar) in Bikaner showcases Serentica's dedication to accelerating India's clean energy transformation.

Serentica offers renewable energy through solar, wind, energy storage, and balancing solutions.

Vedanta Limited, headquartered in Mumbai, is an Indian multinational mining company with operations in iron ore, gold, and aluminum mines in Goa, Karnataka, Rajasthan,



and Odisha.

Hindustan Zinc Limited (HZL), a subsidiary of Vedanta Limited, is an Indian integrated mining and resources producer of zinc, lead, silver, and cadmium. Hindustan Zinc Ltd is recognized as the world's second-largest integrated zinc producer and the third-largest silver producer. Formerly a Central Public Sector Undertaking, HZL was sold by the Government of India to Vedanta Limited in 2003 during Atal Bihari Vajpayee's administration.

Vale picks mining veteran to lead base metals and increase production



Vale SA has chosen Shaun Usmar to lead its base metals division, aiming to increase copper and nickel production, *Bloomberg News* reported on July 3.

The board of the Rio de Janeiro-based company selected Usmar for the role at Vale Base Metals, said the sources, who requested anonymity as the information is not yet public. The appointment is not finalised and could change, one source noted.

Usmar, with over 30 years in the industry, is the founder and CEO of Triple Flag Precious Metals Corp., a Toronto-based streaming company. His previous roles include CFO at Barrick Gold Corp. from 2014 to 2016 and positions at Xstrata Plc and BHP Billiton.

If confirmed, Usmar will manage assets in Canada, Brazil, and Indonesia. Vale separated its nickel and copper division from its iron ore operations last year, selling a 10% stake to Saudi Arabia to enhance the unit's value.

The division has been without a CEO since Deshnee Naidoo's departure in March. Former Anglo American CEO Mark Cutifani has been acting chairman of the unit, unveiling a plan last month involving billions in initiatives to improve productivity and cut costs in nickel and copper mines and processing plants in Brazil and Canada.

After the publication of the announcement by *Bloomberg News*, Vale SA released a note: 'The company informs that the definition of the new president of Vale Base Metals is still underway and that the process has not yet been completed. Vale will inform the market about the definition of the VBM president at an opportune moment'

Budget 2024: Aluminium makers urge govt to up import duty on scrap to 7.5%

Aluminium producers have made a plea to the government to increase import duty on aluminium scrap to 7.5 per cent from present 2.5 per cent in the upcoming budget.

They have also sought maintaining the duty on primary aluminium imports at the current rate of 7.5 per cent or a marginal rise to 10 per cent.

The move would discourage the influx of sub-standard materials and safeguard the domestic industry which provides livelihood to over 10 lakh people.

In its representation to the finance minister, the Aluminium Association of India (AAI) has asked the government to control imports by fixing scrap import duty at par with that on primary aluminium, i.e. 7.5 per cent.

AAI has also called for maintaining the duty on primary aluminium imports at the current rate of 7.5 per cent or a marginal rise to 10 per cent, encompassing downstream products as well, in order to protect the domestic market from inundation of cheap imports.

Despite sufficient domestic production, primary aluminium imports continued to rise, registering 30 per cent increase year-on-year, driven by imports from China and free trade agreements with ASEAN and the Middle East countries. This influx hampers the viability of MSMEs in downstream production as well.

"Imports fulfilled 55 per cent of the country's aluminium demand in FY24, while the share of domestic producers plummeted from 60 per cent in FY11 to 45 per cent in FY24. Alarmingly, low-quality foreign scrap, which poses safety and environmental risks, has spiralled upwards from 472 kt (kilo tonnes) in FY11 to 1,768 kt in FY24, which is a whopping increase of 274 per cent," AAI said.

Vedanta Aluminium announces Impactful Skill Development initiatives to Empower Local Youth

Till date Vedanta has trained 14,000 youth through various skilling programs | 77% of youth secured job placements in Odisha skilling centre; 81% youth placed in Chattisgarh.

On World Youth Skills Day, Vedanta Aluminium, India's largest producer of aluminium, reaffirmed its commitment to youth empowerment by announcing the expansion of its skill development initiatives across its locations. These programs aim to enhance the skillsets of rural youth, transitioning them from unskilled to semi-skilled categories through placement-linked training programs. Towards this goal, the company has collaborated with several coveted training institutions like



News Update

the National Bank for Agriculture and Rural Development (NABARD), Odisha Skill Development Authority (OSDA), and Skill Development Institute (SDI) among others. Through these efforts, Vedanta Aluminium is aiding youth across India in achieving sustainable livelihoods and contributing to the socio-economic development of their communities and the nation.

Following a robust skilling framework, Vedanta Aluminium has trained nearly 14,000 youth through its skill development initiatives and institutional collaborations so far. As trainees gain experience and improve their skills, they become eligible for higher-paying job opportunities, offering them secure employment and the potential for salary growth over time. The visible success of these trainees inspires a learning culture, encouraging more individuals in the region to enrol in the programs, and fostering continuous improvement. By covering trades that are in constant demand within the market, the training programs ensure sustainable employment prospects that meet ongoing industry needs.

John Slaven, CEO, Vedanta Aluminium, said, "Skilling the younger population is integral to our vision of elevating the socio-economic status of regions where we operate. By equipping them with market-relevant skills and fostering a culture of continuous learning, we are not only helping them to secure their future but also bringing remote areas of the country to the socio-economic mainstream. To date, we have trained 14,000 youth, and on World Youth Skills Day, we reiterate our commitment to bridging skill gaps and creating opportunities to help shape the next generation of leaders and innovators in India."

Vedanta's skilling programs in Odisha span multiple locations:

Around its alumina refinery operations in Lanjigarh in Kalahandi district (Odisha), Vedanta Aluminium aims to upgrade the skills of 3,500 youth over the next three years, in partnership with OSDA and Vedanta's collaboration with NABARD.

-Skill training centres at Lanjigarh and Bhawanipatna offer training courses for roles in food and beverage, hospitality, and electrical maintenance, to name a few. Graduates of these programs have secured placements with prominent organizations such as Club Mahindra, Minerva Group of Hotels and Restaurants, Honda showrooms, and Sarovar Hotels and Resorts. In this fiscal year, the program saw a successful placement percentage of 77%.

At the aluminium plant in Jharsuguda, Odisha, the company has collaborated with Ashok Leyland and the State Government for the light motor vehicle and heavy motor vehicle training program. Many of the trainees are employed at Vedanta's operations and in nearby industries.

Vedanta also provides technical training for youth in

mechatronics, mechanical and electrical services at the World Skill Centre, Bhubaneswar.

At its mining operations at Jamkhani in Sundargarh, Odisha, Vedanta Aluminium has partnered with SDI, Bhubaneswar and the State Institute of Hotel Management, Balangir, to train more than 60 candidates across various programs. These programs have been successful, with majority of the trained candidates already securing relevant jobs post-training.

At Chhatisgarh, where Vedanta has a manufacturing facility in Korba,

Its unit, BALCO, is imparting vocational training to rural youth, dropouts, and unemployed population through three centres of Vedanta Skill School. The schools impart skilling in relevant trades like electrical maintenance, welding, hospitality, fitter and solar technician, and link them with gainful employment opportunities. In FY24, a staggering 81% of trainees secured jobs or pursued entrepreneurship after training.

In Andhra Pradesh, where Vedanta runs the Vizag General Cargo Berth (VGCB) port operations,

The company has collaborated with the Vedanta Foundation to establish a cutting-edge computer lab at Queen Mary Government High School. The lab has empowered over 11,00 young beneficiaries, significantly bridging the digital divide in the area.

It has also partnered with Centre of Excellence for Maritime & Shipbuilding (CEMS) for the training and placement of 100 youth as computer numerical control (CNC) operators, electricians and inventory controllers, with the inventory controller training batch comprising only female candidates.

Zero Duty on Aluminium Scrap Needed for Sustainability: MRAI

India is poised to double its aluminium demand in the next decade due to economic growth and infrastructure development. As the world's second-largest aluminium producer and third-largest consumer, India's aluminium industry is crucial to its economy.

Aluminium recycling offers a greener alternative, emitting only 0.3 tonnes of CO₂ per tonne compared to 14 tonnes from primary production. Despite its advantages, the Indian aluminium recycling industry faces challenges such as low domestic scrap collection and a 2.5% import duty on aluminium scrap.

MRAI President Sanjay Mehta and Sr. VP Dhawal Shah urge the government to eliminate this duty to support sustainability and level the playing field for recyclers. Mohan Agarwal of CMR Green Technologies also emphasizes the need to reduce the duty to zero to address the industry's challenges and promote environmental sustainability.



Automobile sales see a positive trend in June, two-wheeler sales register 21% annual growth: SIAM data



The two-wheeler sales in India in June registered a growth of 21.3 per cent year-on-year (Y-o-Y), highlights the sales data released by the Society of Indian Automobile Manufacturers (SIAM). The total production of Passenger Vehicles, Commercial Vehicles, Three Wheelers, Two Wheelers, and Quadricycle in April-June 2024 was 75,48,668 units.

The data highlighted that in June the total sales of the two wheelers were recorded at 16,14,154 units which is a 21.3 per cent increase from 13,30,826 two-wheeler sold in June 2023.

The sales of the scooters also surged to a record 42 per cent Y-o-Y in June to 5.4 lakhs, last year in June it was at 3.8 lakhs.

The sales of Bikes also registered two-fold growth with sales increased by 11 per cent in June to 10.3 lakhs as compared to 9.1 lakh last year during the same period.

The passenger vehicle sales also registered a growth of 3 per cent Y-o-Y in June. The total passenger vehicle sales during June stands at 3,37,757 units, it was 3,27,788 units during June 2023.

The sales of three-wheelers surged twofold by an increase of 12.3 per cent, according to the data total 59, 544 units of three wheelers were sold in June 2024 as against 53, 025 units sold in June 2023.

Commenting on sales data of Q1 for 2024-25, Mr Vinod Aggarwal, President, SIAM said, "All segments viz., Passenger Vehicle, Commercial Vehicle, Three-Wheeler and Two-Wheelers posted growth in Q1 of 2024-25 over the Q1 of last year. While Passenger Vehicles and Commercial Vehicles have witnessed moderate growth, the Two Wheelers and Three Wheelers have posted very handsome growth in double digits. Within Two-Wheelers, Scooters have posted even higher growth based on some green shoots of recovery in entry level two-wheelers.

With positive outlook on monsoon and coming festive season, the Automotive Sector is poised to perform better in the balance part of the year."

Commenting on the Q1 2024-25 performance, Mr Rajesh Menon, Director General, SIAM said, Sales of Passenger Vehicles in Q1 of 2024 has been the highest ever of Q1 and also crossed 1 million units in Q1 for the first time, with a growth of 3%, compared to the previous year. Sales of Three-Wheelers in Q1 of 2024-25 grew by 14.2% compared to last year, with 1.65 Lakh units, which is again the highest ever in Q1. Two-Wheelers also posted a growth of 20.4% in this Quarter, compared to last year, with sales of 4.99 million units while Commercial Vehicles posted growth of 3.5% in Q1, compared to last financial year, with sales of 2.24 Lakh units."



Category Segment/Subsegment	Domestic Sales (In Nos.)		
	June		% Change
	2023	2024	
Total Passenger Vehicles⁵	3,27,788	3,37,757	3.0%
Three Wheelers			
Passenger Carrier	41,075	48,780	18.8%
Goods Carrier	8,818	9,166	3.9%
E-Rickshaw	2,655	1,208	-54.5%
E-Cart	477	390	-18.2%
Total Three Wheelers	53,025	59,544	12.3%
Two Wheelers			
Scooters	3,87,373	5,42,851	40.1%
Motorcycles	9,08,954	10,30,906	13.4%
Mopeds	34,499	40,397	17.1%
Total Two Wheelers	13,30,826	16,14,154	21.3%
Quadricycle	47	28	-40.4%

⁵ BMW, Mercedes, JLR & Volvo Auto data are not available.
Tata Motors Domestic Sales data for June included only in 'Total PV', detailed break-up is not available.
However, without Tata Motors, 'Total PV' would be 2,80,553 units for June 2023 and 2,94,233 units for June 2024

SIAM										
Segment wise Comparative Production, Domestic Sales & Exports data for the month of June 2024										
(Number of Vehicles)										
Category Segment/Subsegment	Production June	Dome			Exports					
		June	June	June	June		June		June	June
					2023	2024	2023	2024		
Passenger Vehicles*										
Passenger Cars	1,43,556	1,20,577	-16.0	1,16,3	1,00,4	-13.7%	35,984	41,250	14.6%	
Utility Vehicles	1,78,514	2,05,126	14.9%	1,54,8	1,83,0	18.2%	21,162	34,160	61.4%	
Vans	9,792	8,802	-10.1	9,357	10,771	15.1%	472	887	87.9%	
Total Passenger Vehicles	3,31,862	3,34,505	0.8%	2,80,5	2,94,2	4.9%	57,618	76,297	32.4%	
Three Wheelers										
Passenger Carrier	66,384	74,412	12.1%	41,075	48,780	18.8%	24,49	25,67	4.8%	
Goods Carrier	9,557	9,610	0.6%	8,818	9,166	3.9%	136	387	184.6	
E-Rickshaw	2,826	945	-66.6	2,655	1,208	-54.5%	-	-	-	
E-Cart	300	306	2.0%	477	390	-18.2%	-	-	-	
Total Three Wheelers	79,067	85,273	7.8%	53,025	59,544	12.3%	24,628	26,060	5.8%	
Two Wheelers										
Scooters	4,21,105	5,92,453	40.7%	3,87,3	5,42,8	40.1%	35,668	39,262	10.1%	
Motorcycles	11,57,621	12,82,186	10.8%	9,08,9	10,30,	13.4%	2,37,1	2,49,6	5.2%	
Mopeds	34,660	41,115	18.6%	34,499	40,397	17.1%	330	84	-74.5%	
Total Two Wheelers	16,13,386	19,15,754	18.7%	13,30,	16,14,	21.3%	2,73,1	2,88,9	5.8%	
Total Quadricycle	429	723	68.5%	47	28	-40.4%	384	594	54.7%	
Grand Total	20,24,744	23,36,255	15.4%	16,64,	19,67,	18.2%	3,55,8	3,91,9	10.1%	
* BMW, Mercedes, JLR, Tata Motors and Society of Indian Automobile Manufacturers (



SIAM										
Summary Report: Cumulative Production, Domestic Sales & Exports data for the period of April-June 2024										
										Report I
										(Number of Vehicles)
Category Segment/Subs	Production		Domestic		Exports					
	April-June		April-June		April-June					
	2023-24		2024-25		2023-	2024-	2023-	2024-	2023-	2024-
Passenger Vehicles*										
Passenger Cars	5,00,521		4,35,728	-12.9%	4,13,7	3,4	-17.5%		1,00,8	6.4%
Utility Vehicles	6,02,145		7,27,284	20.8%	5,47,1	6,4	18.0%		77,67	40.2%
Vans		34,527	40,512	17.3%	35,64	38,91	9.2%	1,944	1,913	-1.6%
Total Passenger Vehicles	11,37,193		12,03,524	5.8%	9,96,5	10,2	3.0%	1,52	1,80,4	18.6%
Commercial Vehicles**										
M&HCVs										
Passenger Carrier		11,624	14,454	24.3%	11,02	16,85	52.8%	2,388	1,986	-16.8%
Goods Carrier		77,948	77,168	-1.0%	66,84	68,56	2.6%	1,400	2,230	59.3%
Total M&HCVs		89,572	91,622	2.3%	77,86	85,42	9.7%	3,788	4,216	11.3%
LCVs										
Passenger Carrier		18,188	17,347	-4.6%	14,42	15,57	8.0%	390	1,018	161.0
Goods Carrier		1,45,769	1,41,115	-3.2%	1,24,2	1,2	-0.8%		10,50	0.6%
Total LCVs		1,63,957	1,58,462	-3.4%	1,38,6	1,3	0.1%		11,52	6.3%
Total Commercial Vehicles		2,53,529	2,50,084	-1.4%	2,16,5	2,2	3.5%		15,74	7.6%
Three Wheelers										
Passenger Carrier		1,82,873	2,00,231	9.5%	1,14,1	1,3	17.0%		70,48	-3.4%
Goods Carrier		23,767	29,286	23.2%	21,73	26,84	23.5%	429	801	86.7%
E-Rickshaw		6,116	3,401	-44.4%	7,560	3,719	-50.8%		-	-
E-Cart		801	813	1.5%	1,093	907	-17.0%		-	-
Total Three Wheelers		2,13,557	2,33,731	9.4%	1,44,5	1,6	14.2%		71,28	-2.8%
Two Wheelers										
Scooters		14,07,308	17,92,261	27.4%	12,98,	16,6	28.2%	1,25	1,55,9	23.9%
Motorcycles		33,81,065	39,44,548	16.7%	27,37,	31,9	16.8%	6,65	7,66,3	15.2%
Mopeds		1,10,069	1,22,377	11.2%	1,05,2	1,2	16.6%	384	780	103.1
Total Two Wheelers		48,98,442	58,59,186	19.6%	41,40,	49,8	20.4%	7,91	9,23,1	16.7%
Total Quadricycle										
		1,108	2,143	93.4%	143	79	-44.8%	992	1,914	92.9%
Grand Total		65,03,829	75,48,668	16.1%	54,98,	64,0	16.4%	10,32	11,92,	15.5%
* BMW, Mercedes, JLR and Volvo										
** Daimler, JBM & Scania data are										
Society of Indian Automobile										

SIAM													
Category & Company wise Summary Report for the month of June 2024 and Cumulative for April-June 2024													
												Report II	
												(Number of Vehicles)	
Category Segment/ Manufacturer	Production		Domes		Exports								
	June		April-June		June	April	June	April-June					
	2023		2024		2023-24	2024-25	2023	2024	2023-2024	2023	2024	2023-2024	
Passenger Vehicles													
FCA India Automobiles Pvt	726		417	2,732	1,309	493	281	1,78	999	613	226	1,38	276
Force Motors Ltd	160		167	258	441	233	166	241	432	2		2	
Honda Cars India Ltd	6,624		8,460	18,000	25,140	5,080		15,0	13,9		4,97	5,05	18,0
Hyundai Motor India Ltd	66,994		67,796	1,80,662	1,83,376	50,001		1,48,	1,49,		14,7	35,1	42,6
Isuzu Motors India Pvt Ltd	6		77	90	270	30	52	103	109				
JSW MG Motor India Pvt	5,468		1,977	17,006	7,344	5,125		14,6	8,77				
Kia Motors India Pvt Ltd	25,501		25,003	80,272	62,705	19,391		61,3	60,7		3,20	22,5	7,71
Mahindra & Mahindra Ltd	33,994		42,241	98,235	1,25,780	32,588		1,00,	1,24,		657	3,37	2,29
Maruti Suzuki India Ltd	1,33,798		1,30,930	4,54,113	4,87,219	1,33,027	1,3	4,14,	4,19,		30,7	62,8	69,9
Nissan Motor India Pvt Ltd	7,038		8,315	15,253	21,811	2,552		7,78	6,72		8,17	5,92	12,8
PCA Motors Pvt. Ltd	272		112	3,155	1,306	1,003	339	2,81	1,25	5	407	703	1,38
Renault India Pvt Ltd	6,119		3,786	12,636	9,797	5,450		14,3	10,9		1,78	3,16	2,25
SkodaAuto India Pvt Ltd	5,948		2,220	14,301	7,610	3,966		11,5	8,02	198	221	525	396
Tata Motors Ltd	NA		NA	1,43,601	1,48,081	NA	NA	1,43,	1,43,	NA	NA	361	632
Toyota Kirloskar Motor Pvt	29,449		33,261	77,272	92,489	18,220		51,4	68,3		1,72	3,75	4,83
Volkswagen India Pvt Ltd	9,765		9,743	19,607	28,846	3,394		9,71	9,58		9,47	7,43	17,3
Total Passenger Vehicles	3,31,862		3,34,505	11,37,193	12,03,524	2,80,553	2,9	9,96,	10,2		76,2	1,52,	1,80,
NA=Not Available													



Statistics

SIAM													
Category & Company wise Summary Report for the month of June 2024 and Cumulative for April-June 2024													
													Report II
													(Number of Vehicles)
Category	Production		Domes		Exports								
	Segment/	June	April-June	June	April	June	April-June			2023	2024	2023-2024	
Manufacturer	2023	2024	2023-24	2024-25	2023	2024	2023	2024	2023	2024	2023	2024	
Three Wheelers													
Atul Auto Ltd	1,649	2,963	3,375	7,476	1,225	2,74	6,24	42	126	336	403		
Bajaj Auto Ltd	47,507	54,215	1,35,126	1,45,589	33,644	98,4	1,08,			38,4	41,1		
Continental Engines Pvt	494	320	1,372	1,151	474	325	1,21	1,16					
Force Motors Ltd	301	168	847	672	-				420	70	1,00	518	
Mahindra & Mahindra Ltd	6,315	5,151	16,771	17,940	6,377	17,7	17,6	4	96	17	252		
Piaggio Vehicles Pvt Ltd	10,488	10,809	23,266	29,241	9,865	19,9	24,9	329		3,12	3,48		
TI Clean Mobility Pvt Ltd	41	674	121	1,866	6	505	55	1,76					
TVS Motor Company Ltd	12,272	10,973	32,679	29,796	1,434	4,35	5,30			30,4	25,5		
Total Three Wheelers	79,067	85,273	2,13,557	2,33,731	53,025	1,44,	1,65,			73,3	71,2		
Two Wheelers													
Ather Energy Pvt. Ltd	9,039	7,460	25,966	25,466	10,202	26,6	23,8						40
Bajaj Auto Ltd	2,91,141	3,01,875	8,70,997	9,28,668	1,66,241	1,7	5,42,	5,82,	1,2	1,2	3,46,	3,68,	
Chetak Technology Ltd	-	-	495	-	51	316							
Hero MotoCorp Ltd	4,20,192	4,80,767	13,19,888	15,08,831	4,22,757	4,9	13,1	14,8			35,3	50,9	
Honda Motorcycle &	3,28,875	5,33,627	10,20,366	15,11,743	3,02,756	4,8	9,52,	14,1			76,0	1,38,	
India Kawasaki Motors Pvt	296	293	665	603	398	354	1,11	1,06					
India Yamaha Motor Pvt	70,174	76,870	2,15,231	2,47,415	58,567	1,65,	1,85,			48,1	59,4		
Okinawa Autotech Pvt. Ltd	549	44	549	109	36	31	653	92					
Piaggio Vehicles Pvt Ltd	4,227	5,807	13,435	17,067	3,333	8,92	9,43			4,47	7,48		
Royal-Enfield (Unit of	82,732	80,500	2,35,758	2,44,119	67,495	2,07,	2,04,			20,5	22,2		
Suzuki Motorcycle India	84,978	81,591	2,59,720	3,02,730	63,059	1,97,	2,51,			63,4	47,9		
Triumph Motorcycles India	51	35	98	102	98	130	195	345					
TVS Motor Company Ltd	3,21,132	3,46,885	9,35,274	10,72,333	2,35,833	2,5	7,21,	8,28,			1,97,	2,28,	
Total Two Wheelers	16,13,386	19,15,754	48,98,442	58,59,186	13,30,826	16,1	41,4	49,8	2,7	2,8	7,91,	9,23,	
Quadricycle													
Bajaj Auto Ltd	429	723	1,108	2,143	47	28	143	79	384	594	992	1,91	
Total Quadricycle	429	723	1,108	2,143	47	28	143	79	384	594	992	1,91	
Grand Total	20,24,744	23,36,255	62,50,300	72,98,584	16,64,451	19,6	52,8	61,7	3,5	3,9	10,1	11,7	
Society of Indian Automobile													

SIAM													
Segment & Company wise Production, Domestic Sales & Exports Report for the month of June 2024 and Cumulative for April-June 2024													
													Report III
													(Number of Vehicles)
Category	Production		Domestic Sales		Exports								
	Segment	June	April-June	June	April	June	April-June			2023	2024	2023-2024	
Manufacturer	2023	2024	2023-24	2024-25	2023	2024	2023	2024	2023	2024	2023	2024	
Passenger Vehicles													
A: Passenger Cars													
Honda Cars India Ltd	6,624	3,626	18,000	10,651	5,080	2,65	15,0	8,54	2,10	864	4,79	7,35	
Hyundai Motor India Ltd	34,423	28,755	89,456	77,387	21,391	64,6	48,7	12,7	12,2			34,8	
JSW MG Motor India Pvt	1,500	NA	3,052	NA	1,184	NA	1,91	NA	-	-	-	-	
Maruti Suzuki India Ltd	88,918	74,726	3,11,921	2,72,587	80,269	2,54,	2,22,	15,9	15,0			36,2	
Nissan Motor India Pvt	3,000	4,028	4,725	9,373	-	-	-	2,83	5,97	4,88	9,16		
Renault India Pvt Ltd	975	1,414	3,452	2,510	1,349	603	3,22	2,32	205	835	1,30	865	
SkodaAuto India Pvt Ltd	2,365	1,361	6,224	3,590	1,639	1,23	5,05	4,03	-	-	9	10	
Tata Motors Ltd	NA	NA	50,413	40,938	NA	NA	51,2	37,5	NA	NA	57	575	
Toyota Kirloskar Motor	195	140	427	426	3,651	4,26	12,6	13,4	-	-	-	-	
Volkswagen India Pvt Ltd	5,556	6,527	12,851	18,266	1,812	1,65	4,92	4,44	2,18	6,34	6,16	11,8	
Total A: Passenger	1,43,556	1,20,577	5,00,521	4,35,728	1,16,375	4,13,	3,41,	35,9	41,2	1,00,			
B: Utility Vehicles													
FCA India Automobiles	726	417	2,732	1,309	493	281	1,78	999	613	226	1,38	276	
Force Motors Ltd	160	167	258	441	233	166	241	432	2	-	2	-	
Honda Cars India Ltd	-	4,834	-	14,489	-	2,15	-	5,43	-	4,10	266	10,6	
Hyundai Motor India Ltd	32,571	39,041	91,206	1,05,989	28,610	83,6	1,00,	2,89	2,47	7,23	7,71		
Isuzu Motors India Pvt	6	77	90	270	30	52	103	109	-	-	-	-	
JSW MG Motor India Pvt	3,968	1,977	13,954	7,344	3,941	2,78	12,7	8,77	-	-	-	-	
Kia Motors India Pvt Ltd	25,501	25,003	80,272	62,705	19,391	61,3	60,7	8,71	3,20			7,71	
Mahindra & Mahindra Ltd	33,954	42,206	98,145	1,25,715	32,585	1,00,	1,24,	1,40	622	3,30	2,22		
Maruti Suzuki India Ltd	35,128	47,437	1,07,799	1,79,217	43,404	1,26,	1,63,	3,33	14,9			31,9	
Nissan Motor India Pvt	4,038	4,287	10,528	12,438	2,552	2,10	7,78	6,72	444	2,20	1,04	3,64	
PCA Motors Pvt. Ltd	272	112	3,155	1,306	1,003	339	2,81	1,25	5	407	703	1,38	
Renault India Pvt Ltd	5,144	2,372	9,184	7,287	4,101	2,95	11,1	8,64	1,41	946	1,86	1,39	
SkodaAuto India Pvt Ltd	3,583	859	8,077	4,020	2,327	1,33	6,47	3,99	198	221	516	386	
Tata Motors Ltd	NA	NA	93,144	1,02,111	NA	NA	88,8	1,00,	NA	NA	273	3	
Toyota Kirloskar Motor	29,254	33,121	76,845	92,063	14,569	38,7	54,8	1,37	1,72	3,75	4,83		
Volkswagen India Pvt Ltd	4,209	3,216	6,756	10,580	1,582	1,60	4,78	5,13	764	3,12	1,27	5,46	
Total B: Utility Vehicles	1,78,514	2,05,126	6,02,145	7,27,284	1,54,821	5,47,	6,45,	21,1	34,1			77,6	
C: Vans													
Mahindra & Mahindra Ltd	40	35	90	65	3	-	10	-	20	35	70	75	
Maruti Suzuki India Ltd	9,752	8,767	34,393	35,415	9,354	NA	32,6	33,7	452	852	1,84	1,78	
Tata Motors Ltd	NA	NA	44	5,032	NA	NA	2,96	5,12	NA	NA	31	54	
Total C: Vans	9,792	8,802	34,527	40,512	9,357	35,6	38,9	472	887	1,94	1,91		
Total Passenger	3,31,862	3,34,505	11,37,193	12,03,524	2,80,553	9,96,	10,2	57,6	76,2			1,80,	
NA=Not Available													



SIAM														
Segment & Company wise Production, Domestic Sales & Exports Report for the month of June 2024 and Cumulative for April-June 2024														
													Report III	
													(Number of Vehicles)	
Category	Segment/ Manufacturer	Production	Domestic Sales				Exports							
		June	April-June		June	April		June	April-June		June	April-June		
		2023	2024		2023-24	2024-25		2023	2024	2023-24	2023	2024	2023-24	
Three Wheelers														
A: Passenger Carrier														
Atul Auto Ltd		764	946	1,434	2,496	506	745	996	1,77	42	114	332	387	
Bajaj Auto Ltd	43,221		49,680	1,23,411	1,32,545	29,713	87,5	95,4	13,1				40,7	
Continental Engines Pvt		117	57	311	214	109	84	290	207	-	-	-	-	
Force Motors Ltd		301	168	847	672	-	-	-	-	420	70	1,00	518	
Mahindra & Mahindra Ltd	2,768		4,239	7,961	11,942	2,805	4,55	7,53	12,0	2	24	13	132	
Piaggio Vehicles Pvt Ltd		6,931	7,704	16,156	20,968	6,524	6,18	13,4	17,1	291	1,02	2,93	3,24	
TI Clean Mobility Pvt Ltd		41	674	121	1,866	6	505	55	1,76	-	-	-	-	
TVS Motor Company Ltd	12,241		10,944	32,632	29,528	1,412	1,82	4,26	5,17	10,5	9,62		25,4	
Total A: Passenger	66,384		74,412	1,82,873	2,00,231	41,075	1,14	1,33	24,4				70,4	
E-Rickshaw														
Atul Auto Ltd		679	654	1,484	1,443	490	666	1,28	1,46	-	-	-	-	
Continental Engines Pvt		282	151	913	551	332	143	840	574	-	-	-	-	
Mahindra & Mahindra Ltd		1,865	140	3,719	1,407	1,833	399	5,43	1,68	-	-	-	-	
Total E-Rickshaw		2,826	945	6,116	3,401	2,655	1,20	7,56	3,71	-	-	-	-	
B: Goods Carrier														
Atul Auto Ltd		19	1,087	19	2,996	18	842	23	2,51	-	12	4	16	
Bajaj Auto Ltd	4,286		4,535	11,715	13,044	3,931	4,32	10,9	12,5	96	176	232	368	
Continental Engines Pvt		84	92	137	310	33	90	85	327	-	-	-	-	
Mahindra & Mahindra Ltd	1,580		762	4,739	4,395	1,473	1,09	4,15	3,54	2	72	4	120	
Piaggio Vehicles Pvt Ltd	3,557		3,105	7,110	8,273	3,341	2,79	6,46	7,75	38	108	189	238	
TVS Motor Company Ltd		31	29	47	268	22	12	82	127	-	19	-	59	
Total B: Goods Carrier		9,557	9,610	23,767	29,286	8,818	9,16	21,7	26,8	136	387	429	801	
E-Cart														
Atul Auto Ltd		187	276	438	541	211	249	446	506	-	-	-	-	
Continental Engines Pvt		11	20	11	76	-	8	-	56	-	-	-	-	
Mahindra & Mahindra Ltd		102	10	352	196	266	133	647	345	-	-	-	-	
Total E-Cart		300	306	801	813	477	390	1,09	907	-	-	-	-	
Total Three Wheelers	79,067		85,273	2,13,557	2,33,731	53,025	1,44	1,65	24,6				71,2	

SIAM													
Segment & Company wise Production, Domestic Sales & Exports Report for the month of June 2024 and Cumulative for April-June 2024													
Two Wheelers													
A: Scooters													
Ather Energy Pvt. Ltd		9,039	7,460	25,966	25,466	10,202	7,94	26,6	23,8	-	-	-	40
Bajaj Auto Ltd		8,010	19,132	21,458	46,673	7,080		20,8	43,8	-	2	74	2
Chetak Technology Ltd		-	-	495	-	51	-	316	-	-	-	-	-
Hero MotoCorp Ltd	28,581		26,348	86,187	88,976	29,708		84,4	85,3	2,81	1,34	5,44	8,81
Honda Motorcycle &	1,52,718		3,01,713	6,23,903	8,42,986	1,40,019		5,89	7,94	13,7			80,8
India Yamaha Motor Pvt	24,670		27,990	64,870	89,310	23,013		57,4	75,6	2,46	5,14	7,75	16,5
Okinawa Autotech Pvt.		549	44	549	109	36	31	653	92	-	-	-	-
Piaggio Vehicles Pvt Ltd		4,227	4,645	13,435	13,354	3,333	2,55	8,92	8,50	1,57	1,45	4,47	4,81
Suzuki Motorcycle India	68,086		69,467	2,15,857	2,61,333	59,872		1,89	2,46	7,80	4,84		13,0
TVS Motor Company Ltd	1,25,225		1,35,654	3,54,588	4,24,054	1,14,059		3,20	3,86	7,30	5,07		31,7
Total A: Scooters		4,21,105	5,92,453	14,07,308	17,92,261	3,87,373		12,9	16,6	35,6			1,55
B: Motorcycles													
Bajaj Auto Ltd		2,83,131	2,82,743	8,49,539	8,81,995	1,59,161		5,21	5,38	1,27			3,68
Hero MotoCorp Ltd		3,91,611	4,54,419	12,33,701	14,19,855	3,93,049		12,3	13,9	11,4			42,1
Honda Motorcycle &		1,76,157	2,31,914	3,96,463	6,68,757	1,62,737		3,62	6,19	7,63			57,6
India Kawasaki Motors		296	293	665	603	398	354	1,11	1,06	-	-	-	-
India Yamaha Motor Pvt	45,504		48,880	1,50,361	1,58,105	35,554		1,07	1,10	10,3			42,8
Piaggio Vehicles Pvt Ltd		-	1,162	-	3,713	-	509	-	931	-	575	-	2,66
Royal-Enfield (Unit of		82,732	80,500	2,35,758	2,44,119	67,495		2,07	2,04	9,61	7,02		22,2
Suzuki Motorcycle India		16,892	12,124	43,863	41,397	3,187	1,23	7,78	4,92	9,87			34,9
Triumph Motorcycles		51	35	98	102	98	130	195	345	-	-	-	-
TVS Motor Company Ltd	1,61,247		1,70,116	4,70,617	5,25,902	87,275		2,96	3,18	60,9			1,95
Total B: Motorcycles		11,57,621	12,82,186	33,81,065	39,44,548	9,08,954	10	27,3	31,9	2,37			7,66
C: Mopeds													
TVS Motor Company Ltd		34,660	41,115	1,10,069	1,22,377	34,499		1,05	1,22	330	84	384	780
Total C: Mopeds		34,660	41,115	1,10,069	1,22,377	34,499		1,05	1,22	330	84	384	780
Total Two Wheelers		16,13,386	19,15,754	48,98,442	58,59,186	13,30,826	16	41,4	49,8	2,73			9,23
Quadracycle													
Bajaj Auto Ltd		429	723	1,108	2,143	47	28	143	79	384	594	992	1,91
Total Quadracycle		429	723	1,108	2,143	47	28	143	79	384	594	992	1,91
Grand Total		20,24,744	23,36,255	62,50,300	72,98,584	16,64,451	19	52,8	61,7	3,55			10
Society of Indian Automobile													



News Update

SIAM													
Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of June 2024 and Cumulative for April-June													
													Report IV
													(Number of Vehicles)
Category Segment/Subsegment Manufacturer	Production June	Domestic Sales April-June 2024	Exports										
			June 2023-24	2024-25	June 2023	202	202	202	202	202	202	202	202
Passenger Vehicles													
A : Passenger Cars - Upto 5 Seats													
Micro :Seats upto-4, Length Normally <3200 mm, Body													
JSW MG Motor India Pvt Ltd (Comet EV)	1,500	NA	3,052	NA	1,184	NA	1,9	NA					-
Total Micro	1,500	-	3,052	-	1,184	-	1,9	-					-
Mini :Seats upto-5, Length Normally <3600 mm, Body													
Maruti Suzuki India Ltd (Alto,Spresso)	14,646	10,133	52,2	37,813	14,054	9,3	40,	30,	2,8	3,4	11,	6,5	
Renault India Pvt Ltd (Kwid)	975	1,414	3,452	2,510	1,349	603	3,2	2,3	205	835	1,3	865	
Total Mini	15,621	11,547	55,7	40,323	15,403	9,9	43,	33,	3,0	4,2	12,	7,4	
Compact :Seats upto-5, Length Normally between 3600 -													
Honda Cars India Ltd (Amaze)	3,841	2,481	9,601	5,041	3,602	1,7	10,	5,8	180	90	184	270	
Hyundai Motor India Ltd (Aura,Grand i10,i20,Xcent)	24,856	22,121	68,1	59,048	17,390	14,	52,	44,	7,0	6,8	18,	20,	
Maruti Suzuki India Ltd (OEM Model#,Baleno,Celerio,Dzire,Ig)	71,578	63,787	2,53,8	2,30,545	64,471	64,	2,1	1,8	12,	10,	36,	27,	
Tata Motors Ltd (Altroz,Tiago,Tigor)	NA	NA	50,4	40,938	NA	NA	51,	37,	NA	NA	57	575	
Toyota Kirloskar Motor Pvt Ltd (Glanza)	-	-	-	-	3,467	4,1	12,	13,					-
Total Compact	1,00,275	88,389	3,82,0	3,35,572	88,930	84,	3,3	2,8	19,	17,	55,	49,	
Mid-Size: Seats upto-5, Length Normally between 4250 -													
Honda Cars India Ltd (City)	2,783	1,145	8,399	5,610	1,478	859	4,9	2,7	1,9	774	4,6	7,0	
Hyundai Motor India Ltd (Verna)	9,567	6,634	21,3	18,339	4,001	1,4	11,	4,3	5,6	5,4	9,6	13,	
Maruti Suzuki India Ltd (Ciaz)	2,694	806	5,792	4,229	1,744	572	3,7	2,1	1,0	839	1,4	1,9	
Nissan Motor India Pvt Ltd (Sunny)	3,000	4,028	4,725	9,373	-	-	-	-	2,8	5,9	4,8	9,1	
Volkswagen India Pvt Ltd (Virtus)	5,556	6,527	12,8	18,266	1,812	1,6	4,9	4,4	2,1	6,3	6,1	11,	
Total Mid-Size	23,600	19,140	53,1	55,817	9,035	4,5	25,	13,	13,	19,	26,	43,	
Executive :Seats upto-5, Length Normally between 4500 -													
SkodaAuto India Pvt Ltd (Slavia)	2,365	1,361	6,224	3,590	1,639	1,2	4,9	4,0			9	10	
Total Executive	2,365	1,361	6,224	3,590	1,639	1,2	4,9	4,0			9	10	
Premium :Seats upto-5, Length Normally between 4700 -													
SkodaAuto India Pvt Ltd (Superb)	-	-	-	-	-	1	131	18					-
Toyota Kirloskar Motor Pvt Ltd (Camry)	195	140	427	426	184	143	389	444					-
Total Premium	195	140	427	426	184	144	520	462					-
Total Passenger Cars	1,43,556	1,20,577	5,00,5	4,35,728	1,16,375	1,0	4,1	3,4	35,	41,	94,	1,0	
#Only production volume of OEM Model is reported by Maruti Suzuki India		NA= Not											

SIAM													
Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of June 2024 and Cumulative for April-June													
													Report IV
													(Number of Vehicles)
Category Segment/Subsegment Manufacturer	Production June	Domestic Sales April-June 2024	Exports										
			June 2023-24	2024-25	June 2023	202	202	202	202	202	202	202	202
B: Utility Vehicles													
B : Utility Vehicles/ Sports Utility Vehicles; 4x2 or 4x4													
UVC : Length < 4000 mm & Price <20 Lakhs													
Honda Cars India Ltd (WR-V)	-	-	-	-	-	-	-	-	-	-	266	-	
Hyundai Motor India Ltd (Exter,Venue)	14,116	19,808	36,1	53,759	11,606	16,	32,		1,5	1,0	3,5	3,7	
Kia Motors India Pvt Ltd (Sonet)	12,402	11,431	37,3	27,122	7,722	9,8	25,		5,1	1,3	12,	3,1	
Mahindra & Mahindra Ltd (Bolero,Kuv100,Thar,XUV)	19,198	21,596	56,0	64,099	18,467	21,	57,		825	432	2,0	753	
Maruti Suzuki India Ltd (OEM Model#,Brezza,Fronx,Jimny)	22,524	29,862	67,9	1,15,063	21,640	23,	65,		562	9,3	725	21,	
Nissan Motor India Pvt Ltd (Magnite)	4,038	4,287	10,5	12,438	2,552	2,1	7,7	6,7	444	2,2	1,0	3,6	
PCA Motors Pvt. Ltd (C3,EC3)	272	51	3,124	1,173	991	203	2,7	903	5	68	703	330	
Renault India Pvt Ltd (Kiger,Triber)	5,144	2,372	9,184	7,287	4,101	2,9	11,	8,6	1,4	946	1,8	1,3	
Tata Motors Ltd (Nexon,Punch)	NA	NA	79,5	92,348	NA	NA	76,		NA	NA	272	3	
Toyota Kirloskar Motor Pvt Ltd (Urban Cruiser Taisor)	-	-	-	-	-	3,1	-	5,3	-	-	-	-	
Total UVC	77,694	89,407	2,99,7	3,73,289	67,079	79,	2,7		9,9	15,	22,	34,	
UV1 : Length 4000 to 4400 mm & Price <20 Lakhs													
Force Motors Ltd (Gurkha,Trax)	4	125	10	338	-	101	-	231	2	-	2	-	
Honda Cars India Ltd (Elevate)	-	4,834	-	14,489	-	2,1	-	5,4	-	4,1	-	10,	
Hyundai Motor India Ltd (Creta)	14,619	17,000	43,8	45,357	14,447	16,	43,		193	406	1,0	782	
JSW MG Motor India Pvt Ltd (Astor)	441	947	2,004	3,287	891	938	2,1	2,9	-	-	-	-	
Kia Motors India Pvt Ltd (Seltos)	4,271	7,272	20,6	19,516	3,578	6,3	14,		2,8	718	8,0	1,7	
Maruti Suzuki India Ltd (OEM Model#,Ertiga,Grand Vitara)	9,744	14,620	30,5	53,225	18,908	25,	51,		2,7	5,5	10,	10,	
PCA Motors Pvt. Ltd (Basalt,C3 Aircross)	-	60	-	132	-	136	-	354	-	339	-	1,0	
SkodaAuto India Pvt Ltd (Kushaq)	3,047	859	6,785	3,988	2,133	1,1	5,9	3,5	198	221	516	386	
Toyota Kirloskar Motor Pvt Ltd (Model Manufactured for the)	16,420	20,272	45,0	56,071	2,821	5,8	8,5		1,3	1,7	3,7	4,8	
Volkswagen India Pvt Ltd (Taigun)	3,849	3,216	6,164	10,256	1,449	1,5	4,4	4,8	764	3,1	1,2	5,4	
Total UV1	52,395	69,205	1,55,0	2,06,659	44,227	60,	1,3		8,1	16,	25,	35,	
UV2 : Length between 4400 - 4700 mm & Price <20													
Hyundai Motor India Ltd (Alcazar)	3,168	2,096	9,310	6,408	2,119	882	6,5	3,0	1,1	1,0	2,6	3,1	
JSW MG Motor India Pvt Ltd (Hector)	2,619	970	9,046	3,738	2,170	1,7	8,0	5,4	-	-	-	-	
Kia Motors India Pvt Ltd (Carens)	8,828	6,300	22,2	16,067	8,047	5,1	20,		708	1,0	2,1	2,7	
Mahindra & Mahindra Ltd (Bolero Neo)	14,756	20,610	42,1	61,616	14,118	18,	43,		576	190	1,2	1,4	
Maruti Suzuki India Ltd (XL6)	2,860	2,955	9,320	10,929	2,653	3,3	9,0		31	23	82	30	
Tata Motors Ltd (Harrier,Safari)	NA	NA	13,6	9,763	NA	NA	12,	9,4	NA	NA	1	-	
Total UV2	32,231	32,931	1,05,7	1,08,521	29,107	29,	99,		2,5	2,3	6,2	7,4	
UV3 : Length >4700 mm & Price <20 Lakhs													
Force Motors Ltd (Trax)	156	42	248	103	233	65	241	148	-	-	-	-	
Isuzu Motors India Pvt Ltd (Hi-Lander,V-Cross)	1	-	56	-	28	-	92	-	-	-	-	-	
Toyota Kirloskar Motor Pvt Ltd (Innova Crysta,Innova)	8,848	9,393	21,7	25,830	8,361	9,4	20,		-	-	-	-	
Total UV3	9,005	9,435	22,0	25,933	8,622	9,4	21,		-	-	-	-	
#Only production volume of OEM Model is reported by Maruti Suzuki India		NA= Not											



SIAM													
Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of June 2024 and Cumulative for April-June													
													Report IV
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Category Segment/Subsegment	Production June	Domestic Sales		Exports									
		April-June		June	Apr	June	April-June						
Manufacturer	2023	2024	2023-24	2024-25	2023	2024	2023	2024	2023	2024	2023	2024	
UV4 : Price between Rs. 20 to 30													
FCA India Automobiles Pvt Ltd (Jeep)	304	184	1,334	806	211	216	793	764	328	28	808	28	
Force Motors Ltd (Gurkha)	-	-	-	-	-	-	-	53					
Hyundai Motor India Ltd (Kona,Tucson)	568	96	1,693	379	338	114	1,35	483					
Isuzu Motors India Pvt Ltd (Hi-Lander,V-	-	77	-	255	-	52	-	108					
JSW MG Motor India Pvt Ltd (ZS EV)	550	NA	1,871	NA	617	NA	1,74	NA					
Maruti Suzuki India Ltd (Invicto)	-	-	-	-	203	128	203	514		1		1	
PCA Motors Pvt. Ltd (C5 Aircross)	-	1	31	1	12	-	28	1					
Toyota Kirloskar Motor Pvt Ltd (Model	500	505	500	1,652	-	-	-	-					
Total UV4	1,922	863	5,429	3,093	1,381	510	4,12	1,92	328	29	808	29	
UV5 : Price >Rs. 30 Lakh													
FCA India Automobiles Pvt Ltd (Jeep)	422	233	1,398	503	282	65	992	235	285	198	573	248	
Hyundai Motor India Ltd (Ioniq5)	100	41	260	86	100	30	449	117					
Isuzu Motors India Pvt Ltd (MU-X)	5	-	34	15	2	-	11	1					
JSW MG Motor India Pvt Ltd (Gloster)	358	60	1,033	319	263	132	761	391					
Kia Motors India Pvt Ltd (EV6)	-	-	-	-	44	24	279	44					
SkodaAuto India Pvt Ltd (Kodiaq)	536	-	1,292	32	194	137	491	477					
Toyota Kirloskar Motor Pvt Ltd	3,486	2,951	9,556	8,510	3,387	3,03	9,29	8,34					
Volkswagen India Pvt Ltd (Tiguan)	360	-	592	324	133	85	335	295					
Total UV5	5,267	3,285	14,16	9,789	4,405	3,51	12,6	9,90	285	198	573	248	
Total Utility Vehicles	1,78,514	2,05,126	6,02,14	7,27,284	1,54,821	1,83	5,47	6,45	21,1	34,1	55,4	77,6	
Vans													
C :Vans ; Generally 1 or 1.5 box;													
V1 :Hard tops mainly used for													
Mahindra & Mahindra Ltd (Maxximo)	40	35	90	65	-	-	-	-	20	35	70	75	
Maruti Suzuki India Ltd (Eeco)	9,752	8,767	34,39	35,415	9,354	10,7	32,6	33,7	452	852	1,84	1,78	
Tata Motors Ltd (Magic Express)	NA	NA	-	4,959	NA	NA	2,53	5,06	NA	NA	-	-	
Total V1	9,792	8,802	34,48	40,439	9,354	10,7	35,2	38,8	472	887	1,91	1,85	
V2 :Soft tops mainly used as Maxi													
Mahindra & Mahindra Ltd (Supro)	-	-	-	-	3	-	10	-					
Tata Motors Ltd (Magic Iris)	NA	NA	44	73	NA	NA	428	61	NA	NA	31	54	
Total V2	-	-	44	73	3	-	438	61			31	54	
Total Vans	9,792	8,802	34,52	40,512	9,357	10,7	35,6	38,9	472	887	1,94	1,91	
Total Passenger Vehicles	3,31,862	3,34,505	11,37,193	12,03,524	2,80,553	2,94	9,96	10,2	57,6	76,2	1,52	1,80	

NA= Not Available

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													Report IV
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Category Segment/Subsegment	Production June	Domestic Sales		Exports									
		April-June		June	Apr	June	April-June						
Manufacturer	2023	2024	2023-24	2024-25	2023	2024	2023	2024	2023	2024	2023	2024	
Three Wheelers													
A: Passenger Carrier													
A1:No. of seats Including driver not													
Atul Auto Ltd (Atul Gemini,Atul Rik,Atul Rik + 3P	484	464	995	1,251	281	261	631	576	42	114	276	387	
Bajaj Auto Ltd (Maxima,RE)	43,221	49,680	1,23,41	1,32,545	29,713	34,8	87,5		13,1	14,8	38,2	40,7	
Continental Engines Pvt Ltd (Baxy Express	117	57	311	214	109	84	290	207	-	-	-	-	
Mahindra & Mahindra Ltd (Alfa,Treo)	2,768	4,239	7,961	11,942	2,805	4,55	7,53		2	24	13	132	
Piaggio Vehicles Pvt Ltd (Ape Auto,Ape City)	6,931	7,704	16,15	20,968	6,524	6,18	13,4		291	1,02	2,93	3,24	
TI Clean Mobility Pvt Ltd (L5M)	41	674	121	1,866	6	505	55	1,76	-	-	-	-	
TVS Motor Company Ltd (TVS King 4S,TVS	12,241	10,944	32,63	29,528	1,412	1,82	4,26	5,17	10,5	9,62	30,4	25,4	
Total A1	65,803	73,762	1,81,58	1,98,314	40,850	48,2	1,13		24,0	25,6	71,8	69,9	
A2:No. of seats Including driver exceeding 4													
Atul Auto Ltd (Atul Gem,Gemi Paxe)	280	482	439	1,245	225	484	365	1,19	-	-	56	-	
Force Motors Ltd (Minidor)	301	168	847	672	-	-	-	-	420	70	1,00	518	
Total A2	581	650	1,286	1,917	225	484	365	1,19	420	70	1,06	518	
Total Passenger Carriers	66,384	74,412	1,82,87	2,00,231	41,075	48,7	1,14		24,4	25,6	72,9	70,4	
E-Rickshaw													
Atul Auto Ltd (Atul Elite)	679	654	1,484	1,443	490	666	1,28	1,46	-	-	-	-	
Continental Engines Pvt Ltd (Baxy E Rath)	282	151	913	551	332	143	840	574	-	-	-	-	
Mahindra & Mahindra Ltd (e-Alfa Mini,Treo	1,865	140	3,719	1,407	1,833	399	5,43	1,68	-	-	-	-	
Total E-Rickshaw	2,826	945	6,116	3,401	2,655	1,20	7,56	3,71	-	-	-	-	
B: Goods Carrier													
B1: Max mass not exceeding 1 tonnes													
Atul Auto Ltd (Atul Gem,Atul Gemini,Atul Smart	19	1,087	19	2,996	18	842	23	2,51	-	12	4	16	
Bajaj Auto Ltd (Maxima)	4,286	4,535	11,71	13,044	3,931	4,32	10,9		96	176	232	368	
Continental Engines Pvt Ltd (Baxy Cargo)	84	92	137	310	33	90	85	327	-	-	-	-	
Mahindra & Mahindra Ltd (Alfa,Treo,Zor Grand)	1,580	762	4,739	4,395	1,473	1,09	4,15	3,54	2	72	4	120	
Piaggio Vehicles Pvt Ltd (Ape Xtra)	3,557	3,105	7,110	8,273	3,341	2,79	6,46	7,75	38	108	189	238	
TVS Motor Company Ltd (TVS King Kargo)	31	29	47	268	22	12	82	127	-	19	-	59	
Total Goods Carrier	9,557	9,610	23,76	29,286	8,818	9,16	21,7		136	387	429	801	
E-Cart													
Atul Auto Ltd (Atul Elite Cargo)	187	276	438	541	211	249	446	506	-	-	-	-	
Continental Engines Pvt Ltd (Baxy E Cart)	11	20	11	76	-	8	-	56	-	-	-	-	
Mahindra & Mahindra Ltd (e-Alfa Cargo)	102	10	352	196	266	133	647	345	-	-	-	-	
Total E-Cart	300	306	801	813	477	390	1,09	907	-	-	-	-	
Total Three Wheelers	79,067	85,273	2,13,55	2,33,731	53,025	59,5	1,44		24,6	26,0	73,3	71,2	



News Update

SIAM												
Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of June 2024 and Cumulative for April-June												
Report IV												
(Number of Vehicles)												
Category	Production	Domestic Sales		Exports								
Segment/Sub	June	April-June	June	Apr	June	April-June						
Manufacturer	2023	2024	2023-24	2024-25	2023	2024	2023	2024	2023	2024	2023	2024
Two Wheelers												
A : Scooters: Wheel size is less												
A1: Engine capacity less than or												
Piaggio Vehicles Pvt Ltd (SXR 50)	480	768	1,638	2,061	-	-	-	-	480	768	1,63	2,06
Total A1	480	768	1,638	2,061	-	-	-	-	480	768	1,63	2,06
A2: Engine capacity >75 CC but												
TVS Motor Company Ltd (Pep +)	-	-	-	-	1,379	-	5,13	-	-	-	-	-
Total A2	-	-	-	-	1,379	-	5,13	-	-	-	-	-
A3: Engine capacity >90 CC but												
Hero MotoCorp Ltd (Hero Destni)	25,449	23,005	81,579	78,209	26,948	24,8	81,0		2,81	1,34	5,44	8,81
Honda Motorcycle & Scooter India	1,52,718	3,01,713	6,23,903	8,42,986	1,40,019	2,65,	5,89,		13,7	21,3	45,2	80,8
India Yamaha Motor Pvt Ltd	24,670	26,260	64,870	84,120	23,013	24,4	57,4		2,46	5,11	7,75	16,5
Piaggio Vehicles Pvt Ltd	2,410	3,084	7,936	9,060	2,495	2,22	7,13	7,40	227	317	879	1,68
Suzuki Motorcycle India Pvt Ltd	68,086	69,467	2,15,857	2,61,333	59,872	69,8	1,89,		7,80	4,84	32,9	13,0
TVS Motor Company Ltd	1,10,976	1,20,097	3,17,054	3,72,081	98,218	1,08,	2,76,		7,30	4,43	29,9	29,0
Total A3	3,84,309	5,43,626	13,11,199	16,47,789	3,50,565	4,95,	12,0	15,	34,3	37,4	1,22,	1,49,
A4 : Engine capacity >125 CC												
Piaggio Vehicles Pvt Ltd	876	288	2,240	1,003	429	74	730	239	659	199	1,46	763
Total A4	876	288	2,240	1,003	429	74	730	239	659	199	1,46	763
A5 : Engine capacity >150 CC												
India Yamaha Motor Pvt Ltd	-	1,730	-	5,190	-	1,59	-	5,16		30		90
Piaggio Vehicles Pvt Ltd (Aprilia)	461	505	1,621	1,230	409	264	1,06	861	210	172	500	311
Total A5	461	2,235	1,621	6,420	409	1,85	1,06	6,02	210	202	500	401
AE1:Upto 250 W Electric												
Bajaj Auto Ltd (Yulu Ver 3.0x)	-	2,890	-	5,090	-	1,00	-	3,00				-
Chetak Technology Ltd (Yulu Ver	-	-	495	-	51	-	316	-	-	-	-	-
Okinawa Autotech Pvt. Ltd (Lite,R-	549	-	549	65	13	-	26	61				-
Total AE1	549	2,890	1,044	5,155	64	1,00	342	3,06				-
AE2: More than 250 W Electric												
Ather Energy Pvt. Ltd (450)	9,039	7,460	25,966	25,466	10,202	7,94	26,6					40
Bajaj Auto Ltd (Chetak)	8,010	16,242	21,458	41,583	7,080	16,6	20,8			2	74	2
Hero MotoCorp Ltd (Vida)	3,132	3,343	4,608	10,767	2,760	4,03	3,48					-
Okinawa Autotech Pvt. Ltd (I	-	44	-	44	23	31	627	31				-
TVS Motor Company Ltd (BMW	14,249	15,557	37,534	51,973	14,462	15,2	38,6			638		2,77
Total AE2	34,430	42,646	89,566	1,29,833	34,527	43,9	90,1			640	74	2,81
Total Scooters	4,21,105	5,92,453	14,07,308	17,92,261	3,87,373	5,42,	12,9	16,	35,6	39,2	1,25,	1,55,

SIAM												
Sub-segment & Company wise Production, Domestic Sales & Exports Report for the month of June 2024 and Cumulative for April-June												
Report IV												
(Number of Vehicles)												
Category	Production	Domestic Sales		Exports								
Segment/Sub	June	April-June	June	Apr	June	April-June						
Manufacturer	2023	2024	2023-24	2024-25	2023	2024	2023	2024	2023	2024	2023	2024
B : Motorcycles: Big wheel size												
B2: Engine Capacity >75 CC but												
Bajaj Auto Ltd	87,647	79,152	2,62,777	2,20,101	41,158	39,0	1,38,		63,5	37,2	1,55,	1,06,
Hero MotoCorp Ltd (HF)	3,26,115	3,76,147	10,51,244	11,94,834	3,39,891	3,87,	10,6	11,9	5,24	4,22	15,2	15,9
Honda Motorcycle & Scooter India	33,612	46,640	59,202	1,30,022	32,666	37,3	53,1		1,14	5,66	6,23	18,7
India Yamaha Motor Pvt Ltd	1,312	4,752	10,407	15,902	-	-	-		2,15	6,54	8,66	13,8
TVS Motor Company Ltd	43,325	37,341	1,33,812	1,14,016	24,499	22,3	86,7		19,8	14,6	48,8	48,5
Total B2	4,92,011	5,44,032	15,17,442	16,74,875	4,38,214	4,85,	13,4	15,	91,8	68,3	2,34,	2,03,
B3: Engine Capacity >110 CC												
Bajaj Auto Ltd	1,03,694	93,055	3,23,823	3,19,822	69,162	63,7	2,39,		22,9	32,2	64,5	97,1
Hero MotoCorp Ltd	51,469	62,946	1,54,692	1,83,116	46,469	66,6	1,52,		1,23	1,20	4,88	5,11
Honda Motorcycle & Scooter India	1,04,098	1,38,683	2,80,063	3,92,267	99,254	1,39,	2,71,		1,04	2,82	4,90	10,9
India Yamaha Motor Pvt Ltd	2,582	1,079	11,037	4,669	-	-	-		2,40	416	9,21	2,17
Suzuki Motorcycle India Pvt Ltd	180	156	540	696	-	-	-		180	300	620	780
TVS Motor Company Ltd	69,909	78,497	1,97,479	2,50,262	34,309	29,8	1,00,		34,6	34,8	96,3	1,13,
Total B3	3,31,932	3,74,416	9,67,634	11,50,832	2,49,194	2,99,	7,63,		62,4	71,8	1,80,	2,29,
B4: Engine Capacity >125 CC												
Bajaj Auto Ltd (Boxer,CT	28,309	39,198	87,029	1,26,810	16,628	23,2	52,5		9,01	18,0	35,8	49,2
Hero MotoCorp Ltd (Hunk)	4,128	2,706	6,543	10,736	-	-	-		4,12	2,59	7,36	12,7
Honda Motorcycle & Scooter India	-	27,353	64	55,562	-	26,7	-		1,24	56	4,27	-
India Kawasaki Motors Pvt Ltd	-	-	-	-	-	1	-		1	-	-	-
India Yamaha Motor Pvt Ltd	21,612	18,883	70,513	59,150	16,316	12,0	54,1		4,78	7,91	17,0	22,0
Total B4	54,049	88,140	1,64,149	2,52,258	32,944	62,0	1,06,		17,9	29,8	60,3	88,3
B5: Engine Capacity >150 CC												
Bajaj Auto Ltd	39,342	42,257	1,17,013	1,30,519	20,466	18,8	64,2		19,6	22,6	55,4	65,6
Hero MotoCorp Ltd (Xpulse	9,899	10,669	21,222	23,251	6,672	7,09	15,5		820	2,65	2,40	7,64
Honda Motorcycle & Scooter India	32,325	15,201	39,105	77,291	26,692	9,66	26,6		3,13	4,61	11,2	17,0
India Kawasaki Motors Pvt Ltd	100	154	100	174	69	45	251	257				-
India Yamaha Motor Pvt Ltd (MT	19,346	23,118	56,042	75,874	19,238	20,3	53,4		506	804	3,82	2,59
Suzuki Motorcycle India Pvt Ltd	11,721	9,476	30,318	33,511	1,726	798	6,24	3,37	7,25	10,2	21,6	29,7
TVS Motor Company Ltd (Apache)	45,197	49,355	1,30,969	1,46,661	28,127	37,1	1,08,		5,03	9,70	16,4	26,8
Total B5	1,57,930	1,50,230	3,94,769	4,87,281	1,02,990	93,9	2,74,		36,3	50,6	1,10,	1,49,
B6: Engine Capacity >200 CC												
Bajaj Auto Ltd	16,281	16,634	37,162	48,945	9,715	8,82	21,4		6,47	8,18	16,7	23,4
Hero MotoCorp Ltd (Karizma)	-	729	-	3,333	-	476	-	2,08				721
India Kawasaki Motors Pvt Ltd	-	-	-	-	1	3	1	4				-
India Yamaha Motor Pvt Ltd (FZ25)	652	1,048	2,362	2,510	-	-	-		508	792	1,55	2,19
Suzuki Motorcycle India Pvt Ltd	4,991	2,480	12,974	7,039	1,461	409	1,48	1,37	2,43	1,80	8,27	4,39
TVS Motor Company Ltd (Ronin)	-	2,257	-	6,508	-	1,81	-	5,65		284		1,17
Total B6	21,924	23,148	52,498	68,335	11,177	11,5	22,9		9,41	11,0	26,5	31,9

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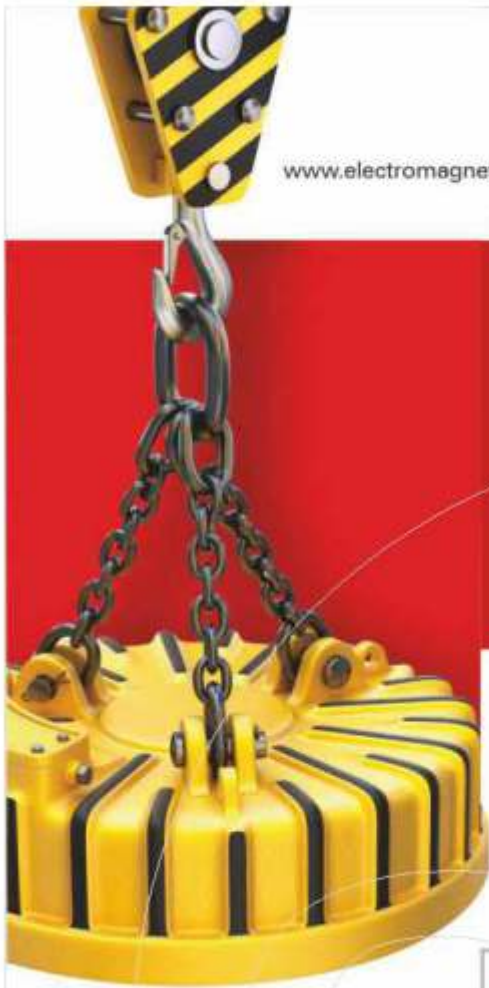
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