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■ **"Scrap Is Not Waste, and Recyclers Are Urban Miners"**

Mr. Sanjeev Phadke

Founder, MEI Group

Treasurer & Executive Board Member, BMR

■ **Continuum by CMR NLM Eco Aluminium Pvt. Ltd. Sets a New Benchmark for Low-Carbon, Recycled Aluminium Billets**



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D.A. Chandekar Editor

Metals are the backbone of modern civilization, yet we continue to treat them as if they are disposable. Mining virgin ore is energy-intensive, environmentally disruptive, and increasingly geopolitically complex. Recycling offers a fundamentally smarter alternative. Producing aluminium from scrap uses 95% less energy than from bauxite, and steel recycling saves nearly 60% energy while drastically cutting CO2 emissions. Beyond energy, recycling addresses a critical security concern. Every tonne of copper, nickel, lithium or rare earth recovered from end-of-life products is a tonne we do not have to import or extract. In a world chasing electrification, where a single electric vehicle needs six times more minerals than a conventional car, recycling is not just an environmental choice, it is an economic and strategic imperative. It turns our cities into urban mines and our waste into our most reliable resource.

What was once a labour-intensive, low-margin scrap trade is now becoming a high-tech industry. The most exciting shift is in sorting and recovery. AI-powered optical sorters, robotics, and sensor-based systems using X-ray transmission and laser-induced breakdown spectroscopy can now identify and separate alloys with a precision the human eye never could. This solves the industry's biggest headache, mixing and contamination. On the processing side, we are moving beyond energy-heavy smelting.

Advanced hydrometallurgical processes and bio-leaching are enabling the clean extraction of critical metals from complex waste like printed circuit boards and lithium-ion batteries. Closed-loop systems are also emerging, where automakers and steelmakers partner directly with recyclers to take back their own scrap for new products, ensuring quality and traceability. These technologies are finally making it possible to recover high-purity metals economically, turning what was called waste into high-grade raw material.

Technology alone cannot scale without the right policy push, and governments are finally stepping in. The era of voluntary recycling targets is ending. The European Union's Critical Raw Materials Act mandates that 25% of its annual consumption of strategic raw materials must come from domestic recycling by 2030. The US Inflation Reduction Act ties clean energy incentives to recycled content. Closer home, India's Vehicle Scrappage Policy and the Battery Waste Management Rules 2022 with Extended Producer Responsibility are creating a formal framework for collecting and recycling end-of-life vehicles and batteries. Governments are also realizing that policy must go beyond collection. Support is now needed in the form of green public procurement that prefers secondary metal, tax incentives for recyclers, funding for R&D in refining technology, and strict enforcement against informal, polluting recycling operations. A stable, long-term policy is the bridge between scrap availability and industrial demand.

The future of metals will not be defined by who owns the largest mine, but by who builds the most efficient loop. We are moving from a linear take-make-dispose model to a circular economy where a metal atom is used, recovered, and reused infinitely. For the metals industry, this is not a threat but the biggest opportunity in a generation. Companies that invest in recycling infrastructure, traceability through digital product passports, and partnerships across the value chain will be the leaders of the next decade. The challenge is to scale up collection, formalize the sector, and ensure recycled metals are not seen as inferior. Recycling is no longer the poor cousin of primary metal production. It is its future. ■

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"Scrap Is Not Waste, and Recyclers Are Urban Miners"

Mr. Sanjeev Phadke

Founder,

MEI Group

Treasurer & Executive Board Member,

BMR

Mr. Sanjeev Phadke has over 35 years of experience in the recycling industry and international trade. An Electrical Engineer with a Master's Degree in Marketing Management, he has built his career in the field of scrap recycling, driven by a strong passion for recycling and sustainable resource management. He is the Founder of MEI Group, established in the UAE in 2004, which is a reputed name in the non-ferrous metal recycling sector. The group's principal activities include processing non-ferrous recyclable metals; trading ferrous and non-ferrous recyclable metals; trading secondary alloy ingots of aluminium, brass, copper and lead; and trading ferroalloys, metals and minerals.

Mr. Phadke is also actively involved with the Bureau of Middle East Recycling (BMR), where he currently serves as Treasurer and is a member of the Executive Board. Through his involvement with BMR, he contributes to the development of the recycling industry and the promotion of sustainable and circular economy practices across the Middle East. Along with his wife, Dr. Maneesha Phadke, he is also involved in several philanthropic activities.

In this interaction with Metalworld, Mr. Sanjeev Phadke, Founder of MEI Group and Treasurer & Executive Board Member of BMR, shares his insights on the evolving recycling industry in the Middle East, emerging opportunities, key challenges facing recyclers, international trade dynamics and the region's transition towards a stronger circular economy. He also discusses the role of BMR in supporting the recycling sector and his outlook for the future of metal recycling in the region.

Q. How would you assess the current status of the recycling industry in the Middle East?

The Middle East recycling industry is moving rapidly from scrap trading towards a sophisticated circular economy ecosystem. Governments in the region have recognised scrap as a strategic secondary raw material rather than waste. The UAE is expanding domestic processing, including EGA's new 185,000-tonne-per-year aluminium recycling facility, which started operations earlier this year. Saudi Arabia's Ma'aden has also been

involved in recycling for the past few years. Sustainability commitments and fresh investments are accelerating, and the region is entering what I call "Recycling 2.0", where recycling becomes an essential part of manufacturing, resource security and decarbonisation.

Q. How is BMR facilitating the growth of recycling and the circular economy in the region?

BMR is the collective voice of the Middle East recycling industry. We connect recyclers with governments, manufacturers, international

associations and technology providers, while actively representing industry concerns on policy and regulatory matters. We promote knowledge-sharing, global partnerships and greater recognition of recycling as a strategic industry. Most importantly, BMR is working to change the narrative around recycling, from scrap management to resource management. BMR's philosophy is that the circular economy cannot be built in isolation. It requires One Language, One Vision and One Goal.



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Q. What are the major challenges facing recyclers across the Middle East?

The biggest challenges are regulatory changes, fragmented policies across countries, inconsistency in scrap generation, which is mostly demolition- and repair-based as compared with industrial production scrap, rising compliance requirements, and the need for greater investment in technology. Recycling is a global supply-chain business, so sudden restrictions on exports or changes in inspection and customs procedures can significantly disrupt trade. Another major challenge is perception. Still, many people think that scrap means waste. We need policymakers and society to recognise that recyclers are retrievers and generators of secondary raw materials. Scrap is not waste, and recyclers are Urban Miners! We play a critical role in decarbonisation.

Q. How is the demand for recycled metals evolving across the Middle East?

Demand is clearly moving upwards, particularly for cleaner grades. Industrial expansion across the UAE, Saudi Arabia and the wider GCC is increasing demand for recyclable steel, aluminium, copper and lead scrap.

Everyone wants to reduce their carbon footprint to be able to export their products to the EU market. New regional recycling capacities are coming up rapidly, which will turn this region into a major recycling hub.

Q. What role can technology play in improving metal recycling?

Technology will completely redefine metal recycling. AI, robotics, X-ray sorting, sensors and advanced material-recognition systems can separate metals and alloys with far greater accuracy, increasing recovery and reducing contamination. EGA's new UAE recycling

facility, for example, includes sorting capacity of up to 150,000 tonnes annually using magnetic, mechanical and X-ray technologies. Digital traceability and AI techniques are no longer optional; they are becoming essential for everyone to stay relevant in the trade. The recycler of tomorrow cannot be just a scrap collector or processor; they will have to adopt technology.

Q. What opportunities do you see for Middle East recycling over the next five years?

I believe the next five years could be transformational for Middle East recycling. The biggest opportunities are domestic processing, low-carbon metals, advanced sorting, digitalisation, battery and e-waste recycling, and stronger integration with global recycling markets. The Middle East has an exceptional geographical advantage. It is perfectly located between Asia, Africa and Europe, supported by world-class ports, logistics and industrial infrastructure. With the right policies and investments, the region can move from exporting scrap to creating greater value from secondary resources within the region. As I have said before, it is going to be a major recycling hub in the coming years.



A photograph of a small green seedling with several leaves growing out of a mound of sand. The sand is light-colored and has some darker, reddish-brown specks mixed in. The background is a light gray with subtle, concentric, wavy lines radiating from the base of the seedling.

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DCSI Holds Technical Seminar in Pune; R. T. Kulkarni Honoured with ILZDA Lifetime Achievement Award



The Die Casting Society of India (DCSI), an affiliate of the India Lead Zinc Development Association (ILZDA), organised a technical seminar at Pride Premier, Pune, on 10 August 2026. The event brought together 62 delegates from across the die casting industry, with Hindustan Zinc Ltd. participating as the Gold Sponsor.

The seminar featured 11 technical presentations covering developments and applications relevant to the die casting sector. Presentations were delivered by representatives from DCSI/ILZDA, the International Zinc Association, Hindustan Zinc Ltd., HotFlo Australia, Associated Technocrats Pvt. Ltd., Frech India Machinery Pvt. Ltd., Techsense Engineering Services Pvt. Ltd.,

Kaushiks International, MAGMA Engineering Pvt. Ltd., Tehacom India Pvt. Ltd. and Dietech India Pvt. Ltd.

Mr. L. Pugazhenthay, Executive Director, ILZDA, delivered the welcome address, setting the context for the seminar. Dr. Rahul Sharma, Director, International Zinc Association (India), also shared supplementary remarks. The technical sessions were followed by active discussions and interaction between speakers and participants, providing an opportunity to exchange views on developments within the die casting industry.

A key highlight of the event was the presentation of the “ILZDA Lifetime Achievement Award” to Mr. R. T. Kulkarni in recognition of his long-standing and outstanding contributions to the Indian die casting industry and the profession. As part of the programme, DCSI/ILZDA organised a plant visit to Uno Minda Ltd. on 11 August 2026. Thirty delegates participated in the visit and had an opportunity to observe the company’s advanced manufacturing technology. Uno Minda also hosted lunch for the visiting delegates.

The seminar and plant visit provided industry professionals with a platform for technical exchange, knowledge sharing and exposure to modern manufacturing practices in the die casting sector.

Hindalco’s Baphlimali Becomes India’s First Bauxite Mine to Achieve ASI Certification

Hindalco Industries Ltd., the metals flagship of the Aditya Birla Group, has announced that its subsidiary, Utkal Alumina International Limited (UAIL), has achieved the Aluminium Stewardship Initiative (ASI) Performance Standard V3.1 (2023) Certification for its Baphlimali Bauxite Mine in Rayagada district, Odisha. The achievement makes Baphlimali the first bauxite mining operation in India to receive the certification,



marking a significant step towards strengthening responsible and sustainable mining practices.

The ASI certification covers key activities at the Baphlimali Bauxite

Mines, including mine planning, mining, onsite crushing and conveyor transportation of bauxite. With an annual production capacity of 8.5 million tonnes, the mine supplies bauxite to Utkal Alumina’s refinery operations and forms a critical part of Hindalco’s integrated

aluminium value chain. Utkal Alumina produces approximately 2.67 million tonnes of alumina annually, making Baphlimali a strategically important

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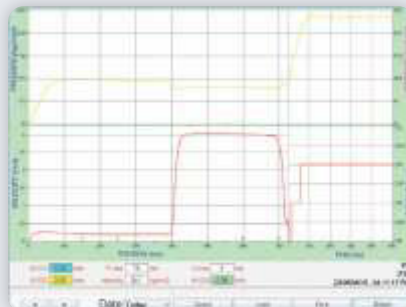
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With the certification, Hindalco's ASI-certified portfolio has expanded to 11 operations spanning mining, smelting and downstream manufacturing. The company said the achievement reflects its continued focus on sustainability, transparency and responsible sourcing across its aluminium value chain.

Kailash Pandey, CEO—Aluminium Upstream, Hindalco Industries, said the certification reflects the company's commitment to

embedding sustainability, transparency and responsible sourcing across every stage of production. He added that expanding certification across additional upstream operations would strengthen the foundation of an integrated and globally recognised responsible aluminium value chain.

The ASI Performance Standard evaluates environmental, social and governance performance across aluminium operations. Its scope includes areas such as biodiversity, greenhouse gas emissions,

community engagement, human rights, occupational health and safety, and responsible business practices.

The independent third-party certification audit was conducted by CETIZION Verifica under ASI's Witness Assessment process, with members of the ASI Secretariat observing the audit as part of its quality assurance framework. The certification reinforces Hindalco's focus on responsible mining, sustainable production and the development of globally competitive aluminium supply chains from India. ■

Hindustan Zinc Raises Renewable Power Share to 22%, Targets 70% by FY28

Hindustan Zinc Limited has increased the share of renewable power in its overall power consumption to 22%, up from approximately 18% in FY26, marking continued progress in its clean energy transition. The company is targeting approximately 70% of its overall power requirements from renewable energy by FY28 as it expands clean energy adoption across its mining and smelting operations.

During FY26, Hindustan Zinc generated 892 million units of green power, compared with 632 million units in FY25. The increase in in-house green power generation, together with renewable power procurement, has contributed to the growing share of renewable energy in the company's overall power mix.

To support its FY28 target, the company has expanded its round-the-clock renewable energy power delivery agreement with Serentica Renewables from 450 MW to 530 MW. Hindustan Zinc is also upgrading its power connectivity from the state transmission network to the central transmission utility and implementing in-house initiatives aimed at improving energy efficiency and resilience.



Key initiatives include efficiency improvements in waste heat recovery boiler steam turbine generation and the use of floating solar installations on water ponds. The company's renewable energy portfolio combines solar, wind and energy storage solutions to enable reliable round-the-clock clean power across its operations.

Commenting on the transition, Amarendu Prakash, CEO, Hindustan Zinc, said, "The next chapter of growth in metals and mining will be defined by our ability to produce more with a progressively lower environmental footprint." He noted that the company's ambition to increase renewable power consumption from 22% to 70% by FY28 reflects its focus on building a more resilient, competitive and responsible business.

Hindustan Zinc's clean energy initiatives form part of its broader sustainability roadmap and support its Science Based Targets initiative (SBTi)-validated decarbonisation pathway towards achieving Net Zero emissions by 2050 or sooner. The company continues to strengthen its focus on renewable energy and energy efficiency as it advances towards a more sustainable operating model. ■



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Continuum by CMR NLM Eco Aluminium Pvt. Ltd Sets a New Benchmark for Low-Carbon, Recycled Aluminium Billets



As industries across the world accelerate their transition towards lower-carbon and more circular manufacturing, aluminium recycling is emerging as a critical component of the future materials ecosystem. With aluminium increasingly used in automotive, electric mobility, renewable energy, construction and industrial applications, the ability to produce high-quality products from recovered metal is becoming increasingly important.

Against this backdrop, CMR NLM Eco Aluminium Pvt. Ltd. has introduced Continuum™, a high-recycled-content aluminium billet developed specifically for extrusion applications. The product combines advanced scrap processing, controlled metallurgy and billet manufacturing to demonstrate how recycled aluminium can achieve the consistency and performance required by demanding downstream applications.

According to the company, Continuum™ contains 98.05% post-consumer recycled aluminium and has a verified carbon footprint of less than 1.5 tonnes of CO₂ equivalent per tonne of aluminium. The billets are manufactured at what the company

describes as India's first dedicated facility for producing high-recycled-content aluminium billets for extrusion applications.

Turning Complex Scrap into Consistent Billets

One of the major challenges associated with increasing the recycled content of wrought aluminium is the variability of post-consumer scrap. Unlike controlled industrial scrap, post-consumer material can originate from a wide range of products and alloys. Differences in alloy composition, previous processing conditions and contamination levels can make it difficult to achieve the precise chemistry required for a particular application.

As the proportion of recycled material increases, maintaining control over alloy chemistry becomes even more important. Certain elements that are desirable in one alloy may become unwanted residual elements in another, potentially affecting extrusion behaviour, surface quality and final product performance.

Continuum™ addresses this challenge through a controlled feedstock preparation process. Advanced scrap-sorting technologies are used to identify and separate aluminium-bearing materials before melting. The objective is therefore not simply to recover a larger quantity of aluminium, but to generate a more consistent feedstock capable of supporting predictable alloy production.

Following feedstock preparation, the material undergoes controlled melting, alloy adjustment, filtration, degassing and casting. The process incorporates Wagstaff® AirSlip® casting technology, which is designed to support controlled solidification and consistent billet quality. Subsequent homogenisation is used to optimise the billet microstructure and the morphology of iron-bearing intermetallic phases, which can influence extrusion performance.

Performance Remains Central

The significance of Continuum™ lies not only in its high recycled content but also in the attempt to combine sustainability with the technical requirements of extrusion processors. For extrusion manufacturers, recycled content alone is not sufficient. Billets must provide predictable processing characteristics, consistent surface quality, good metal recovery and reliable performance throughout the production process.

Continuum™ has therefore been developed around these downstream requirements. By integrating feedstock sorting, alloy management, casting and homogenisation into a controlled production route, CMR NLM Eco Aluminium aims to reduce the variability traditionally associated with highly recycled aluminium.

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This approach reflects a broader shift taking place across the aluminium industry. Improvements in scrap collection, sorting technologies, alloy separation, melting practices and process control are making it increasingly feasible to use recovered aluminium in applications that previously demanded a greater proportion of primary metal.

Making Carbon Performance Measurable

The environmental case for aluminium recycling is well established. Producing aluminium from recycled material generally requires substantially less energy than producing primary aluminium from ore. However, as customers and regulators place greater emphasis on measurable sustainability performance, simply claiming that a product is “green” is no longer sufficient.

Product-level environmental information is becoming increasingly important for manufacturers seeking to track and reduce the carbon footprint of their products.

Continuum™ combines its high recycled content with independently verified environmental information. The product has a verified footprint of less than 1.5 tCO₂e per tonne of aluminium and a registered Environmental Product Declaration (EPD), EPD-IES-0028287:001. The EPD provides independently verified environmental information within its defined scope and can support downstream manufacturers in carbon accounting, sustainability reporting and material-selection decisions.

This transparency is particularly relevant as international carbon regulations gain importance. Measures such as the European Union’s Carbon Border Adjustment Mechanism (CBAM) are increasing attention on the embedded emissions associated with traded materials.

Low-carbon and recycled aluminium products with verified environmental data could therefore become increasingly valuable for companies seeking to manage both regulatory and customer-driven carbon requirements.

From Recycling to Circular Manufacturing

The development of high-recycled-content billets also highlights a broader transformation in the aluminium value chain. True circularity requires much more than simply melting scrap. It depends on an integrated system covering collection, recovery, identification, sorting, alloy management, remelting and the manufacture of products capable of re-entering demanding applications.

In this model, aluminium can move through repeated cycles: post-consumer product recovery sorting recycled metal billet extruded product recovery again.

Each additional cycle helps retain the value of aluminium within the economy while reducing dependence on primary resources. Because aluminium can be recycled repeatedly without fundamentally losing its material properties, improving recovery and processing systems can play an important role in building a more resource-efficient industrial economy.



For CMR NLM Eco Aluminium, Continuum™ represents the integration of recycling capabilities from CMR Green Technologies with specialised billet manufacturing expertise developed through its joint venture with Nippon Light Metal Company Ltd., Japan.

A Step Towards Circular Aluminium

The introduction of Continuum™ comes at a time when the aluminium industry is facing two parallel challenges: rising demand for the metal and increasing pressure to reduce its environmental footprint.

While improving primary aluminium production remains essential, expanding the recovery and reuse of metal already in circulation offers another important route towards decarbonisation. For billet producers, this means developing technologies capable of converting increasingly complex post-consumer scrap into reliable, high-performance feedstock for demanding applications.

With its combination of 98.05% post-consumer recycled aluminium, advanced processing and verified environmental performance, Continuum™ illustrates how circularity can be integrated into the production of engineered aluminium products without compromising the performance expectations of downstream users.

The development points towards a broader future for aluminium—one in which recycling is not simply an end-of-life activity, but an integral part of product design, manufacturing and material strategy. As the demand for low-carbon materials continues to grow, technologies that successfully combine recycled content, metallurgical consistency and measurable environmental performance are likely to play an increasingly important role in shaping the next generation of the aluminium industry.

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Copper Scrap Gains Ground in India's Energy Transition



Copper recycling is becoming increasingly important for India as demand for the metal grows across power infrastructure, electric vehicles, renewable energy, construction and electronics.

Unlike many other materials, copper can be repeatedly recycled while retaining much of its original properties. This makes scrap an important secondary source that can supplement primary copper production and reduce pressure on mineral resources.

India's growing industrial and energy-transition requirements are expected to increase the need for copper. At the same time, international competition for high-quality copper scrap is intensifying as countries seek to strengthen domestic recycling and

secure raw-material supplies.

Recent global developments demonstrate this shift towards resource security. Governments are increasingly introducing measures to retain valuable scrap within domestic supply chains, while India itself has raised concerns about potential restrictions on imported metal scrap from major supplying regions. India is a significant buyer of recyclable metals from overseas, making international scrap policies important for domestic manufacturers and recyclers.

For India, expanding domestic collection of copper-bearing waste from electrical equipment, cables, automobiles and industrial machinery could reduce dependence on imports.

The challenge lies in improving segregation and recovery from complex waste streams. Greater investment in organised collection, advanced sorting and refining could unlock more domestic secondary copper.

As India's electrification and renewable-energy ambitions accelerate, copper recycling is likely to become an increasingly important part of the country's metals supply chain. ■

India Turns Red Mud into a Rare-Earth Opportunity



India is exploring an unconventional source of critical minerals: red mud, the waste residue generated during alumina production. The development could create a new link between the

aluminium industry, industrial-waste management and India's growing critical-mineral strategy.

Canadian climate-technology company Enervoxa is planning a rare-earth processing project in eastern India that would seek to recover valuable materials from red mud. The proposed commercial-scale facility is estimated to require around \$250–350 million in investment. ■

Aluminium Recyclers Seek Policy Support as Scrap Supply Tightens

India's secondary aluminium industry is facing increasing pressure over the availability and cost of scrap, with recyclers seeking policy measures to strengthen domestic supply and improve competitiveness. The issue has gained prominence in August as global scrap flows face disruption and Indian recyclers remain heavily dependent on imported material.

Industry participants estimate that India imports around 80–85% of the aluminium scrap required by its recycling sector. At a metals industry event in Mumbai, recyclers highlighted the need to diversify sourcing and maintain greater inventory buffers amid changing trade policies and supply disruptions.

The Material Recycling Association of India (MRAI) has also called for removal of the 2.5% basic customs duty on aluminium scrap, arguing that lower input costs would improve the competitiveness of domestic recyclers, particularly MSMEs. In July, the Ministry of Mines recommended that the duty be removed, although the issue remains under consideration.

India's secondary aluminium production has expanded substantially, reaching nearly 2.2 million tonnes in 2025–26, according to industry estimates, and now accounts for approximately 35% of domestic aluminium consumption. However, the continued dependence on imported scrap highlights a structural gap between recycling capacity and domestic scrap collection.

The developments underline the importance of strengthening India's domestic collection and processing ecosystem. Improved segregation, organised collection and greater availability of quality scrap could reduce exposure to international supply disruptions while supporting the country's circular economy objectives. ■



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The company is considering potential partnerships with Indian players including Vedanta, Hindalco Industries and state-owned NALCO. Its technology aims to recover rare-earth concentrates as well as other potentially valuable materials, including iron oxide and titanium-bearing substances.

The opportunity is strategically significant because rare earths are essential for applications ranging from

electric-vehicle motors and electronics to defence technologies. India's limited industrial-scale rare-earth processing capacity has increased the importance of developing alternative domestic sources.

Recovering critical minerals from red mud could also reduce the environmental burden associated with storing large quantities of aluminium-industry residue.

The project remains at a

developmental stage, but it highlights an important direction for India's recycling and metals industries: industrial waste could increasingly become a source of strategic resources.

If commercial-scale recovery proves viable, red mud could evolve from an aluminium-industry waste problem into a valuable secondary resource for India's critical-mineral supply chain.

EV Battery Recycling Market Enters a New Phase as Battery Waste Surges



India's rapid electric-vehicle expansion is creating a new opportunity for the country's recycling industry. As EV adoption increases, the volume of spent lithium-ion batteries will eventually grow

substantially, creating a potentially valuable source of lithium, nickel, cobalt, manganese, copper and other materials.

The government is supporting this emerging ecosystem through its ₹1,500 crore Critical Mineral Recycling Incentive Scheme, which specifically includes lithium-ion battery scrap among eligible feedstocks.

The objective is not only to manage battery waste but also to recover critical minerals and strengthen domestic supply chains. The International Energy Agency identifies recycling as an increasingly important way of supplementing primary mineral supplies as demand for clean-energy technologies grows.

For India, battery recycling could reduce dependence on imported raw materials while creating a new industrial link between the automotive, battery and metals sectors. However, the industry faces challenges involving collection, battery chemistry, safe transportation, dismantling and processing.

Technology will be particularly important because battery chemistries are evolving rapidly. Recyclers will need flexible processes capable of recovering valuable materials economically from different battery types.

As India's EV fleet expands, end-of-life batteries could become an important domestic source of secondary raw materials. Building the recycling infrastructure today could therefore strengthen India's future EV and critical-mineral supply chains.

Vehicle Scrappage Boosts India's Metal Recycling



India's vehicle scrappage programme is gradually creating a larger organised feedstock base for metal recycling. End-of-life vehicles contain significant

quantities of steel, aluminium, copper and other recoverable materials, making vehicle dismantling an important component of the circular economy.

As of March 12, 2026, India had 134 Registered Vehicle Scrapping Facilities across 22 states and Union Territories, with more than 465,000 vehicles scrapped.

The development is particularly relevant to the steel industry. Recovered ferrous scrap can be processed and returned to steelmaking, while non-ferrous materials such as aluminium and copper can enter secondary-metal supply chains.

The programme could also help shift vehicle recycling away from fragmented informal practices towards more organised dismantling and material recovery. However, regional differences remain a challenge. Recent reports indicate that scrappage activity is concentrated heavily in northern India, while several southern states are still developing testing and recycling infrastructure.

Increasing the number of Registered Vehicle Scrapping Facilities and Automated Testing Stations will therefore be important for expanding the programme nationwide.

For the metals industry, India's vehicle scrappage drive represents more than an environmental initiative. It could become a significant long-term source of domestic steel and non-ferrous scrap, helping improve material recovery while supporting India's broader circular-economy objectives.



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India's Aluminium Scrap Market Faces Supply Challenges



India's aluminium industry is increasingly looking towards recycling as demand for the metal rises across transportation, construction, packaging, renewable energy and electrical applications. However, the availability of sufficient high-quality domestic aluminium scrap remains a major challenge.

India is also exposed to

international scrap-market movements. In 2025, the country imported around 366,000 tonnes of aluminium scrap from the European Union, while India was the EU's largest aluminium-scrap buyer during the first quarter of 2026.

This dependence could become more significant as major exporting regions introduce policies aimed at retaining recyclable materials within their domestic markets. The EU is considering tighter controls on aluminium scrap exports, while concerns have also emerged over restrictions in other major supplying regions.

For Indian recyclers and secondary aluminium producers, these developments underline the importance of strengthening domestic

scrap collection. A more organised recovery system from automobiles, construction, packaging and industrial products could reduce dependence on imported material.

The challenge is not simply increasing scrap volumes but ensuring quality. Effective segregation, sorting and processing are essential to producing secondary aluminium suitable for demanding applications.

As global competition for aluminium scrap intensifies, India will need to strengthen its domestic recycling ecosystem. Greater availability of high-quality secondary aluminium could support both industrial growth and the country's broader circular-economy ambitions.

Critical-Mineral Recycling Gets a ₹1,500-Crore Push

India is placing recycling at the centre of its strategy to strengthen domestic supplies of critical minerals. Under the National Critical Mineral Mission, the government has established a ₹1,500 crore incentive scheme to promote the recovery of critical minerals from secondary sources.

The six-year scheme, covering FY2025–26 to FY2030–31, is designed to develop domestic recycling capacity using feedstocks such as e-waste, lithium-ion battery scrap and other eligible secondary materials.

The initiative comes as India seeks to reduce its dependence on imported critical minerals required by industries including electric vehicles, electronics, renewable energy and advanced manufacturing. According to the International Energy Agency, the programme targets substantial new recycling capacity and annual recovery of critical minerals.

The policy could create opportunities for recyclers, metal processors and technology providers involved in extraction, separation and refining. It also has the potential to encourage investment in urban mining, where valuable metals are recovered from products already circulating within the economy.

The challenge will be converting policy support into commercially viable recycling operations. Efficient collection, advanced processing technology and reliable feedstock will be essential.

Urban Mining Emerges as India's New Metal Resource

India is increasingly looking towards urban mining as a way of recovering valuable metals from materials already present within the economy. Instead of relying exclusively on conventional mining, urban mining extracts resources from e-waste, spent batteries, end-of-life vehicles and other discarded products.

This approach has gained strategic importance as India seeks greater security in critical minerals. The government's ₹1,500 crore critical-mineral recycling incentive scheme specifically supports recovery from e-waste, lithium-ion battery scrap and other secondary sources.

The opportunity is significant. Electronics and batteries contain valuable materials that can potentially be recovered and returned to manufacturing. Recycling these resources could reduce pressure on primary mining while creating new domestic supply streams.

However, India's urban-mining ecosystem remains dependent on stronger collection and processing networks. Informal recycling continues to play an important role in waste collection, while advanced recovery of critical minerals requires specialised technology and investment.

The government's incentive programme could encourage greater formalisation and attract investment into modern recycling plants. The approval of 58 companies under the critical-mineral recycling scheme also indicates growing industry participation.

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US Moves to Secure Critical-Mineral Scrap as Recycling Becomes a Supply-Chain Priority



The United States has taken a significant step towards strengthening domestic recycling by restricting exports of selected critical-mineral-bearing waste. The move highlights how scrap is becoming increasingly connected with national resource and supply-chain security.

The US Commerce Department announced that exports of tungsten scrap and lithium-ion battery waste, including black mass, will be restricted from August 27, 2026, for one year. The policy is intended to support domestic recycling and reduce dependence on overseas processing.

Black mass contains valuable battery materials including lithium, nickel, cobalt and manganese. Tungsten scrap is also strategically important

because tungsten is widely used in hard metals, industrial applications and defence-related products.

However, the policy also exposes a major challenge for the US recycling sector: domestic processing capacity remains insufficient to handle all available material. Recycling companies have called for greater investment in infrastructure and processing facilities.

The development reflects a wider change in how governments view metal waste. Instead of allowing strategically important materials to leave national supply chains, countries are increasingly seeking to retain and process them domestically.

For recyclers, this could create new investment opportunities in collection, sorting, refining and recovery technologies. For global traders, however, tighter export controls could significantly reshape established scrap flows.

The US move could therefore become an important milestone in the emergence of recycling as a strategic industrial sector.

Aluminium Scrap Becomes a Strategic Commodity as Global Supply Chains Tighten

Aluminium scrap is rapidly gaining importance as manufacturers seek lower-carbon sources of metal and governments attempt to strengthen domestic raw-material security.

Unlike primary aluminium production, which requires energy-intensive refining and smelting, recycling aluminium can significantly reduce energy consumption. This makes secondary aluminium an important component of the industry's decarbonisation strategy.

The global aluminium scrap market is estimated at around \$125.7 billion in 2026 and is projected to reach approximately \$172.2 billion by 2033. Circular-economy policies and constraints surrounding primary aluminium production are among the factors supporting this expansion.

Europe is placing particular emphasis on strengthening its aluminium recycling ecosystem. European Aluminium's 2026 action plan highlights recycling as an important pillar of the region's sustainable aluminium industry.

The European Union has also been moving towards restrictions on aluminium scrap exports, with the objective of retaining more secondary raw material within the region and supporting domestic processors.

These developments are changing the international scrap trade. Aluminium producers, recyclers and traders are increasingly competing for high-quality scrap, while governments are looking at ways to secure domestic supplies.

Global Scrap Race Intensifies as Recycled Metals Become Strategic Resources

The global metal recycling industry is shifting from viewing scrap as waste to recognizing it as a strategic resource. Driven by rising demand, constrained primary supplies, and decarbonization goals, governments and manufacturers are prioritizing secondary metals. The market is set to grow from \$407.2 billion in 2026 to \$653.4 billion by 2034, underscoring recycling's growing role in manufacturing.

Steel, aluminum, and copper lead this change. Global recycled copper output surged in early 2026, highlighting scrap's rising

contribution to refined supply. Policy is also evolving: the U.S. has restricted exports of tungsten scrap and lithium-ion battery waste to bolster domestic recycling and critical-mineral security.

As nations compete for raw-material control, demand for quality scrap will intensify. Efficient collection, sorting, and processing will become vital for recyclers and producers. In this new era, access to secondary raw materials is emerging as a key competitive advantage, reshaping the metals industry's global landscape.

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Europe Tightens Its Grip on Metal Scrap to Strengthen Domestic Circular Supply Chains

Europe is increasingly focusing on domestic recycling as it seeks to strengthen raw-material security, reduce industrial emissions and build a more competitive circular economy.

The region has a well-developed aluminium recycling industry, but concerns over scrap availability and the competitiveness of European producers are encouraging policymakers to focus more closely on secondary raw materials. European Aluminium's 2026 action plan highlights the importance of recycling for maintaining a sustainable and competitive European aluminium industry.

The European Union has also been moving towards restrictions on



aluminium scrap exports, aiming to retain more valuable secondary material within Europe. The proposed approach reflects a growing policy trend in which governments consider high-quality scrap an important industrial resource rather than conventional waste.

The implications extend beyond aluminium. Europe is also introducing tighter controls on certain battery

waste streams. Recent reporting indicates that EU restrictions on black mass exports to non-OECD countries are scheduled to take effect later in 2026.

Such policies could strengthen domestic recycling industries but may also alter international scrap-trading patterns. For European metal producers, greater access to recycled materials could support decarbonisation and reduce dependence on imported primary resources. For global recyclers and traders, however, Europe's evolving policies could mean a more fragmented international market.

The coming years will determine whether Europe can turn these policies into a stronger domestic circular-metal supply chain.

EV Battery Recycling Enters a New Era as Lithium, Nickel and Cobalt Demand Rises



The rapid expansion of electric vehicles is creating one of the most significant new opportunities for the global recycling industry. As batteries reach the end of their useful lives, recovering valuable metals from them could become an increasingly important source of secondary raw materials.

Lithium-ion batteries contain materials including lithium, nickel, cobalt, manganese, copper and graphite. Recovering these materials can reduce the need for additional primary extraction while creating new supply streams for battery and metals manufacturers.

The growing importance of battery recycling is also reflected in government policies. The United States has announced restrictions on exports of black mass, the material produced by shredding lithium-ion batteries, as part of a wider effort to strengthen domestic critical-mineral supply chains.

The European Union is pursuing similar objectives through tighter controls on certain battery-waste exports.

However, the industry faces significant challenges. Battery chemistries are changing rapidly, collection systems remain fragmented in many markets, and recycling facilities require substantial investment. Safety during transportation and processing is another major consideration.

Despite these challenges, the long-term opportunity is considerable. As more EV batteries enter the end-of-life stream, recyclers could become an increasingly important link between the automotive, battery and metals industries.

The development of efficient closed-loop systems will be critical to ensuring that the EV revolution also becomes a recycling opportunity.

Solar Panel Waste Creates a New Global Market for Metal Recovery and Recycling



The rapid expansion of solar power is creating a new challenge for the recycling industry: how to recover valuable materials from millions of photovoltaic panels when they reach the end of their operating lives.

Global solar photovoltaic capacity reached approximately 2.4 terawatts by the end of 2025 and is expected to continue expanding rapidly. Although solar panels can operate for decades, the growing installed base means that end-of-life volumes will eventually rise substantially.

Solar panels contain valuable materials such as silver, silicon and copper, creating opportunities for specialised recycling. At the same time, some panels contain hazardous substances including lead and cadmium, requiring appropriate handling and recovery processes.

The International Renewable Energy Agency expects cumulative solar-panel waste to exceed 200 million tonnes by 2050. This could create a substantial new secondary-resource stream for the recycling industry.

However, recycling remains challenging because panels are distributed across large geographical areas and their durable construction makes material separation difficult.

The industry is therefore exploring improved dismantling, material separation and recovery technologies. Designing future panels for easier recycling could also become increasingly important.

For the metals sector, solar waste represents more than an environmental challenge. It could become a valuable source of secondary silver, copper and other materials, creating a new market within the rapidly expanding circular economy.

Copper Smelters Increase Scrap Use Amid Concentrate Shortage

Copper recyclers and smelters are playing an increasingly important role in global metal supply as tight availability of mined copper concentrate pushes refiners to seek greater quantities of secondary feedstock.

In China, scrap-derived material accounted for 25.2% of feedstock used in refined copper production during the first half of 2026, an increase of 2.7 percentage points compared with the corresponding period last year, according to data cited by S&P Global from Antaika.

The shift comes as treatment and refining charges for copper concentrates have fallen sharply, reflecting intense competition among smelters for limited concentrate availability. Disruptions affecting major producing regions have added further pressure to concentrate supply, encouraging refiners to increase their reliance on recyclable material.

The development highlights the strategic role of copper



scrap in balancing global supply. Unlike mined concentrates, recycled copper can re-enter the production cycle without the need for additional mining, although collection rates, scrap quality and processing capacity remain important constraints.

The trend is also significant for the wider recycling industry because strong copper prices are improving the economics of scrap recovery. However, high metal prices can simultaneously affect downstream consumption and purchasing behaviour. Recent market assessments indicated that elevated copper prices were beginning to weigh on some scrap purchasing activity in August.

With electrification, power infrastructure and advanced technology continuing to support long-term copper demand, greater integration of recycled material into refined copper production is expected to remain an important feature of the global market. The growing use of scrap also reinforces the importance of developing efficient collection networks and processing capacity as a complement to primary mining.

Lightweight Alloys Open New Opportunities for Indian Foundries

The growing demand for lightweight components is creating new opportunities for foundries, particularly in the automotive, mobility, aerospace and engineering sectors.

Aluminium and magnesium alloys are attracting increasing attention because they can reduce component weight while providing useful strength, corrosion resistance and design flexibility. In the automotive industry, lightweight castings can contribute to improved vehicle efficiency and help support the transition towards electric mobility.

Electric vehicles are also changing component requirements. Battery systems, electric motors, power electronics and thermal-management systems require specialised cast components, creating opportunities for foundries capable of working with



advanced alloys and complex geometries.

However, producing lightweight castings requires precise control over metallurgy and solidification. Defects such as porosity, inclusions and dimensional variations can affect component performance. Advanced simulation, controlled melting and automated inspection are therefore becoming increasingly important.

Indian foundries already have significant experience in aluminium

casting, but moving towards higher-value lightweight components will require continued investment in technology, alloy development and process expertise.

The opportunity extends beyond domestic demand. Global automotive and engineering manufacturers are looking for suppliers capable of producing lightweight, high-performance components at competitive costs.

For Indian foundries, lightweight alloys therefore represent more than a material shift. They provide an opportunity to participate in emerging applications linked to electric mobility, energy efficiency and advanced manufacturing.

As industries continue to pursue weight reduction, lightweight casting technology could become an important growth area for India's foundry sector.

India's Foundries Accelerate the Shift Towards Smart Manufacturing



India's foundry industry is increasingly embracing smart manufacturing as manufacturers seek higher productivity, consistent quality and greater control over costs. The transition is being driven by automation, connected equipment, digital monitoring and data-based decision-making across the casting process.

Foundries are deploying sensors and digital systems to monitor furnace temperatures, metal composition, moulding parameters and equipment performance in real time. These technologies can help identify process deviations early, reduce defects and improve production consistency.

Automation is also becoming more important in repetitive and physically demanding operations such as material handling, mould preparation, pouring and finishing. By reducing manual intervention, foundries can improve workplace safety while maintaining more consistent production standards.

Another important development is the growing use of manufacturing data. Production information can be

collected and analysed to identify bottlenecks, optimise energy consumption and support predictive maintenance. This is particularly valuable for foundries operating energy-intensive melting equipment.

For Indian foundries, smart manufacturing is not simply about adopting new machines. It represents a broader shift towards connected and data-driven production.

As global customers demand greater quality, traceability and delivery reliability, digitalisation could become an important competitive differentiator. Foundries that successfully combine automation with skilled manpower and process expertise are likely to be better positioned for the next phase of industrial growth.

Green Casting Gains Momentum as Foundries Target Lower Emissions



Environmental performance is becoming an increasingly important priority for foundries as energy-intensive casting operations face growing pressure to reduce emissions and resource consumption.

Melting metal is one of the most energy-intensive stages of the foundry process. As a result, improvements in furnace efficiency, energy management and material utilisation can have a significant impact on overall environmental performance.

Foundries are increasingly exploring electric melting technologies, energy-efficient furnaces, improved heat recovery and renewable electricity. Better process control can also help reduce overheating, minimise melting losses and

improve metal yield.

The use of recycled metal is another important component of greener casting. Scrap metal can provide an efficient source of raw material while reducing the need for primary material production. Effective scrap segregation is particularly important because contamination can affect both quality and energy consumption.

Digital technologies can further support decarbonisation by monitoring electricity and fuel consumption across individual production stages. This allows manufacturers to identify energy-intensive processes and implement targeted improvements.

The shift towards green casting is also being influenced by customers. Automotive, engineering and industrial manufacturers are increasingly examining the environmental performance of their supply chains.

For foundries, sustainability is consequently moving beyond compliance. Energy efficiency, resource optimisation and lower-carbon production can also improve competitiveness by reducing operating costs.

As environmental requirements become more demanding, green casting practices are likely to become an increasingly important part of foundry modernisation.

AI and Digitalisation Reshape Foundry Operations

Artificial intelligence and digital technologies are opening new possibilities for improving foundry productivity, quality control and process management.

Casting processes involve numerous variables, including temperature, chemical composition, mould conditions, cooling rates and equipment performance. Even small deviations can lead to defects. Digital systems can collect large volumes of process data and identify relationships that may be difficult to detect through conventional monitoring.

AI-based systems can potentially support defect prediction by analysing historical production data and identifying patterns associated with casting failures. This can help foundries take corrective action before defective components are



produced in large quantities.

Computer vision is another growing application. Automated inspection systems can examine cast components for surface defects, dimensional variations and other quality issues, providing faster and more consistent inspection.

Digital twins and simulation

technologies can also help engineers model filling, solidification and cooling before production begins. This can reduce trial-and-error during mould and process development.

For foundries, the value of AI lies not simply in automation but in better decision-making. Data can help engineers optimise processes, reduce scrap, improve yield and predict equipment maintenance requirements.

However, successful digitalisation requires reliable data, appropriate infrastructure and trained personnel. Foundries will also need to integrate new technologies with existing production systems.

As these capabilities mature, AI and digitalisation could become important tools for building more predictable, efficient and competitive foundry operations.



Performance of Base Metals - August 2026



**Metalworld
Research Team**

The base-metals market delivered a mixed performance during July 2026, with price movements increasingly reflecting differences in individual metal fundamentals rather than a uniform direction across the complex. On the London Metal Exchange (LME), zinc remained comparatively resilient, while aluminium, nickel and lead recorded notable declines on a monthly-average basis. Copper was broadly stable, although tightening physical availability and falling exchange inventories provided an important counterpoint to the softer average price.

The divergence between global and Indian markets was also notable. MCX base-metal contracts remained relatively resilient, supported by domestic market conditions and currency effects, even as several LME monthly averages weakened. This highlights the importance of considering both international benchmarks and domestic trading conditions when assessing the direction of India's non-ferrous metals market.

China remained central to the supply picture. SMM's July data pointed to higher aluminium production, lower copper cathode output and maintenance-related constraints in zinc and lead. Nickel, meanwhile, continued to face a relatively well-supplied market, with high visible inventories limiting the scope for a sustained price recovery.

Geopolitical developments continued to influence metals primarily through energy, logistics and production costs. Developments in the Middle East remained relevant to aluminium in particular because of the region's importance in global smelting capacity. However, the July market was ultimately driven more by individual supply-demand balances than by geopolitical developments alone.

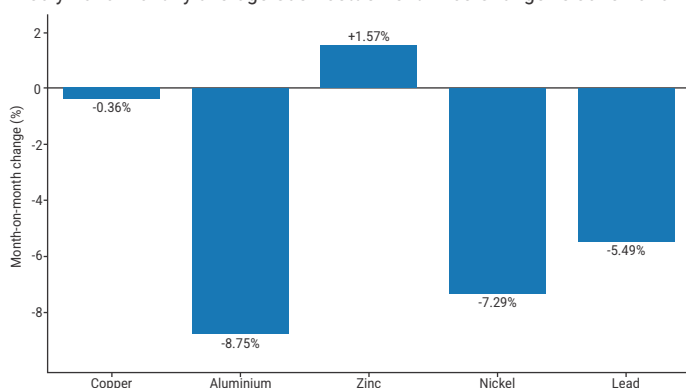
LME: Mixed Performance Across the Complex

LME monthly-average data showed a clear divergence among the five major base metals during July.

- Copper averaged around US\$13,525 per tonne, compared with US\$13,574 in June, a marginal decline of approximately 0.4%. The relatively modest fall masks a tightening physical backdrop: LME copper inventories declined substantially during July, with stocks moving below 300,000 tonnes during the month. This provided underlying support despite weaker average pricing.
- Aluminium recorded one of the sharper declines, with its July cash average at approximately US\$3,156 per tonne, down around 8.8% from June. Production recovery and softer downstream demand weighed on sentiment. Developments in Middle Eastern smelter operations also remained an

LME Base Metals - August 2026

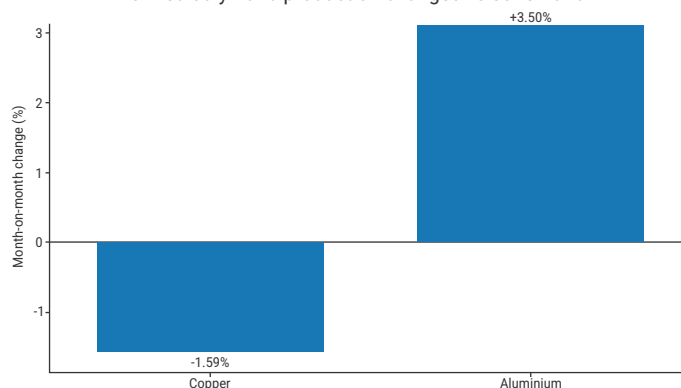
July 2026 monthly average Cash Settlement Price Change vs June 2026



Note: LME figures represent the change in monthly average Cash Settlement prices in July 2026 compared with June 2026.

SMM Base Metals - August 2026

Verified July 2026 production changes vs June 2026



Note: SMM production data is shown only for metals for which an actual July 2026 month-on-month production figure could be verified from published SMM data. Figures have not been estimated where comparable data was unavailable.

important factor for the global supply balance.

- Zinc was the strongest performer among the five metals, with the July cash average reaching approximately US\$3,596 per tonne, an increase of around 1.6% month-on-month. Tight concentrate availability and maintenance at Chinese smelters helped underpin the market.
- Nickel averaged approximately US\$16,376 per tonne, down around 7.3% from June. High visible inventories continued to constrain prices, while expectations of ample Indonesian supply remained an important bearish factor.
- Lead averaged approximately US\$1,844 per tonne, down around 5.5% month-on-month. Rising inventories and subdued downstream demand weighed on sentiment.

SMM: Diverging Chinese Supply Trends

China's production and raw-material market provided several important signals during July.

- Copper cathode production was reported by SMM at 1.1268 million tonnes, down 1.59% month-on-

month. Maintenance at smelters and difficulties in securing scrap-derived copper anodes contributed to the decline. At the same time, weakening treatment charges pointed to continued tightness in the copper-concentrate market, reinforcing concerns about raw-material availability.

- Aluminium moved in the opposite direction. China's July aluminium production increased by approximately 3.5% month-on-month, reflecting strong smelter operating rates and production recovery. The increase in supply came at a time when downstream demand was less supportive, contributing to pressure on aluminium prices.
- Zinc production was affected by scheduled maintenance at several Chinese smelters. At the raw-material level, China's July zinc-concentrate imports increased sharply to approximately 425,600 tonnes of contained metal, up 17.29% month-on-month. However, SMM noted that domestic zinc-concentrate treatment charges remained under considerable pressure, indicating tightness in the

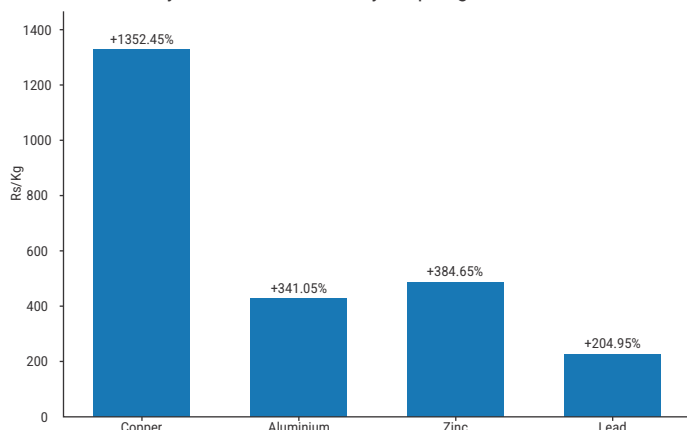
concentrate market despite higher import volumes.

- Nickel remained characterised by substantial supply. SMM's H1 assessment put China's refined-nickel production at 215,000 tonnes for January-June, up 9% year-on-year, while global visible inventories remained high. By July, SMM reported refined-nickel social inventory in China at around 130,000 tonnes and global visible inventory approaching 497,000 tonnes.
- Lead also faced supply-side disruption. SMM reported continued weakness in secondary-lead operations, with July production affected by maintenance and profitability pressures. The lead market therefore entered August with a more constrained near-term supply outlook, even though inventories remained an important consideration.

MCX: Domestic Market Shows Greater Resilience

MCX base-metal futures displayed greater resilience than the LME monthly-average data during July. India's domestic metals market continued to be influenced by infrastructure activity, manufacturing

MCX Base Metals - August 2026
July 31, 2026 rates for July - expiring contracts



Note: Figures represent rates recorded on July 31, 2026, for July-expiring MCX contracts and are not month-on-month percentage changes. Nickel is not included because a comparable verified July-expiry figure was not established.

demand and the rupee-dollar exchange rate, with international prices converted into Indian rupee terms providing an additional transmission channel.

- Copper remained supported by the long-term requirements of power transmission, electrical equipment, renewable-energy infrastructure and manufacturing.
- Aluminium continued to benefit from transportation, packaging and engineering demand.
- Zinc remained linked to galvanising and infrastructure activity.
- Nickel continued to face a more challenging global fundamental backdrop because of high inventories and ample Indonesian supply, although domestic stainless-steel demand provided some support.
- Lead remained relatively defensive, with automotive battery replacement demand providing a stable consumption base.

MCX itself provides official historical-data and Bhav Copy facilities for its individual base-metal contracts, making

COMPARATIVE SNAPSHOT – AUGUST 2026 DATA PERIOD - JULY 2026

Metal	LME July vs June	SMM July Production vs June	MCX July Data
Copper	-0.36%	-1.59%	Rs. 1,352.45/kg*
Aluminium	-8.75%	+3.50%	Rs. 341.05/kg*
Zinc	+1.57%	N/A	Rs. 384.65/kg*
Nickel	-7.29%	N/A	N/A
Lead	-5.49%	N/A	Rs. 204.95/kg*

these the appropriate primary sources for the domestic-market comparison.

July 2026 demonstrated that the base-metals complex is becoming increasingly selective. The broad upward trend seen earlier in the year gave way to greater differentiation between metals, with supply conditions, inventories and downstream demand becoming more important than a common macroeconomic direction.

- Copper remains structurally well positioned because of electrification, grid investment, renewable energy and the expansion of data-centre and power infrastructure. Its relatively stable July average, combined with declining LME inventories and constrained concentrate economics, suggests that the underlying physical market remains tighter than the headline price movement indicates.
- Aluminium faces a more complicated near-term picture. Rising Chinese production, uneven downstream demand and changing conditions at overseas smelters could keep prices volatile.
- Zinc appears comparatively better supported, with concentrate-market tightness and smelter maintenance providing a constructive backdrop.
- Nickel remains the metal facing the clearest supply-side challenge. High visible inventories and continued Indonesian supply growth are likely to limit sustained upside unless there is a meaningful improvement in stainless-steel or battery-related demand.
- Lead is likely to remain sensitive to inventory movements and the operating economics of secondary smelters.

Looking ahead, the market will be watching Chinese industrial activity, exchange inventories, concentrate treatment charges, Indonesian nickel policy, energy prices and global manufacturing conditions. Geopolitical developments will remain relevant primarily through their effects on energy and logistics.

The outlook for August is therefore best described as cautiously mixed rather than uniformly bullish. Structural demand remains a strong long-term support for base metals, but individual supply-demand balances are likely to determine which metals outperform during the second half of 2026.

Editorial Note:

The August 2026 issue presents July 2026 market data. Figures have been included only where comparable source data could be verified. No estimates have been used to fill data gaps.

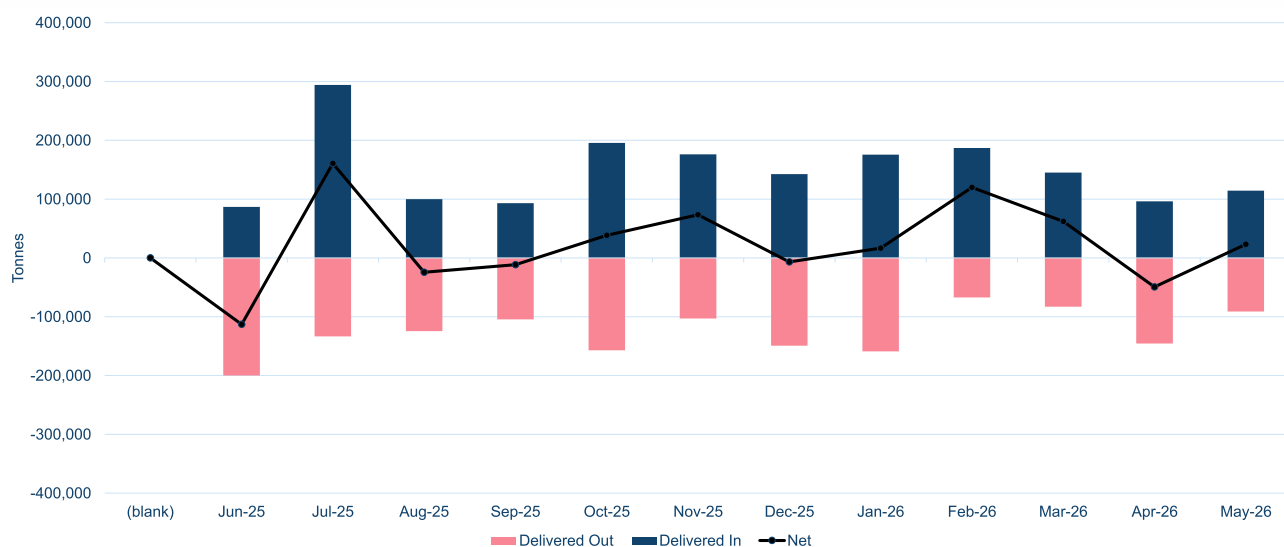
BASE METALS WATCH

London Metal Exchange Prices - July 2026

Contract	OFFICIAL CASH SETTLEMENT PRICE				OFFICIAL 3 MONTH PRICE			
	Average	Low	High	*M/M Change %	Average	Low	High	*M/M Change %
LME Aluminium	\$3,155.98	\$3,061.50	\$3,231.00	-8.8%	\$3,148.93	\$3,065.00	\$3,187.00	-8.4%
LME Aluminium Alloy	\$3,261.74	\$3,200.00	\$3,510.00	-6.5%	\$3,261.74	\$3,200.00	\$3,510.00	-6.5%
NASAAC LME NASAAC	\$2,750.00	\$2,750.00	\$2,750.00	1.9%	\$2,750.00	\$2,750.00	\$2,750.00	1.9%
LME Copper	\$13,525.17	\$13,090.00	\$13,895.00	-0.4%	\$13,543.93	\$13,169.00	\$13,876.00	-0.5%
LME Lead	\$1,844.09	\$1,797.00	\$1,877.00	-5.5%	\$1,885.74	\$1,843.00	\$1,914.00	-4.2%
LME Nickel	\$16,657.39	\$16,065.00	\$17,205.00	-5.7%	\$16,857.61	\$16,225.00	\$17,430.00	-5.6%
LME Tin	\$53,101.74	\$51,150.00	\$54,660.00	-0.5%	\$53,375.65	\$51,200.00	\$55,050.00	-0.4%
LME Zinc	\$3,596.11	\$3,475.00	\$3,710.50	1.6%	\$3,569.83	\$3,465.00	\$3,631.00	0.6%
LME Cobalt	\$55,873.04	\$55,860.00	\$55,885.00	0.0%	\$56,290.00	\$56,290.00	\$56,290.00	0.0%

Source : LME

Monthly Warehouse Stock Movements - LME



Source : LME

Multi Commodity Exchange Prices - July 2026

	HIGH	LOW	OPEN	CLOSE	%CHANGE
ALUMINIUM	347.00	345.10	345.20	346.10	-0.35
COPPER	1386.85	1379.05	1382.95	1383.65	-0.50
ZINC	420.25	410.20	410.25	417.40	5.25
LEAD	197.70	196.75	197.70	196.80	-0.45
NICKEL	1638.00	1632.70	1633.10	1632.70	-3.40

Source : MCX

INDIAN AUTOMOBILE MONITOR
JULY 2026

Numbers of Vehicles

	PRODUCTION			DOMESTIC SALES			EXPORTS		
	JULY			JULY			JULY		
	2025	2026	% Change	2025	2026	% Change	2025	2026	% Change
PASSENGER VEHICLES (PVS)									
PASSENGER CARS	1,43,844	1,81,651	26.3%	96,207	1,32,408	37.6%	36,184	34,869	-3.6%
UTILITY VEHICLES	2,42,520	3,09,230	27.5%	1,92,703	2,48,895	29.2%	30,356	34,613	14.0%
VANS	13,610	14,639	7.6%	12,341	13,896	12.6%	752	449	-40.3%
TOTAL PASSENGER VEHICLES	3,99,974	5,05,520	26.4%	3,01,251	3,95,199	31.2%	67,292	69,931	3.9%
THREE WHEELERS									
PASSENGER CARRIER	1,00,522	1,30,642	30.0%	58,693	77,994	32.9%	39,140	52,013	32.9%
GOODS CARRIER	10,069	13,369	32.8%	9,194	12,896	40.3%	647	296	-54.3%
E-RICKSHAW	1,025	1,292	26.0%	1,053	1,132	7.5%	-	-	-
E-CART	625	610	-2.4%	463	538	16.2%	-	-	-
TOTAL THREE WHEELERS	1,12,241	1,45,913	30.0%	69,403	92,560	33.4%	39,787	52,309	31.5%
TWO WHEELERS									
SCOOTERS	7,12,916	9,91,539	39.1%	6,45,022	7,98,190	23.7%	59,086	73,165	23.8%
MOTORCYCLES	14,30,343	16,72,008	16.9%	8,90,107	10,74,796	20.7%	3,69,747	4,80,013	29.8%
MOPEDS	46,307	54,967	18.7%	33,991	50,497	48.6%	5,040	1,080	-78.6%
TOTAL TWO WHEELERS	21,89,566	27,18,514	24.2%	15,69,120	19,23,483	22.6%	4,33,873	5,54,258	27.7%
TOTAL QUADRICYCLE	340	1,011	197.4%	-	4	-	330	624	89.1%
GRAND TOTAL	27,02,121	33,70,958	24.8%	19,39,774	24,11,246	24.3%	5,41,282	6,77,122	25.1%

* BMW, Mercedes,JLR, Tata Motors and Volvo Auto data are not available
Society of Indian Automobile Manufacturers (13/08/2026)

Source: SIAM

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