

# **ACMA**

**Automotive Component Manufacturers Association of India**

**COVERAGE REPORT  
1<sup>ST</sup> SEPT- 15<sup>TH</sup> OCT 2019**

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## KEY MESSAGE SHARED WITH THE MEDIA

- ACMA is the apex body representing the interest of the Indian Auto Component Industry. Its membership of over 800 manufacturers contributes more than 90% of the auto component industry's turnover in the organized sector. ACMA is an ISO 9001:2015 Certified Association.
- ACMA announced the appointment of Deepak Jain, Chairman & Managing Director, Lumax Industries Ltd. as its President and Sunjay Kapur, Chairman, Sona Comstar as the Vice President for the term 2019-21. The announcement was made at the 59th ACMA Annual Session of the Industry body.
- *“While the captains of our domestic original equipment manufacturers (OEMs) are ably representing the interventions that would be required to stimulate demand, we in the component sector seek assistance by way of a uniform goods and services tax (GST) rate of 18 per cent”*  
-Ram Venkataramani



- 171 exclusive exposures
- 513 overall exposures ( including editions)
  - Print Exposures – 154
  - Online Exposures-359



- Consolidated Ad-Value stands at **INR 73.8 Million** (overall exposures)

# Make in India to cut imports: Maruti to auto parts industry

PRESS TRUST OF INDIA  
New Delhi, 6 September

The country's largest carmaker Maruti Suzuki India (MSI) on Friday asked components makers to start manufacturing vehicle electronics and certain key parts in India in order to cut imports of such articles.

The local manufacturing of such parts would not only help MSI, but also support the government's Make in India initiative, Managing Director and Chief Executive Officer Kenichi Ayukawa said while speaking at the ACMA annual convention.

"I have a challenge and an invitation to offer to you (components industry). The MSI car is over 90 per cent local, component-wise. But some key parts and electronics are areas where we still need to import. But we want to Make-in-India," Ayukawa said.

If anybody can make electronic components and some key parts in India with quality and reliability, it will not only help MSI, but the entire Indian automobile industry, he added.

Ayukawa said the best opportunity to win in the future lies in developing in-house research and development (R&D) capability. "If India has to be competitive in the world



**"If India has to be competitive in the world of tomorrow, my message is – start developing in-house R&D capability"**

**KENICHI AYUKAWA**  
MD & CEO, Maruti Suzuki India

tomorrow, my message is – start developing in-house R&D capability... (which) is a very long drawn process and the results come slowly. We have to be patient and stay committed," he added.

On government policy, Ayukawa said if the government sets targets on the end-goals and allows freedom to the industry players to choose the technology, it would be best suited to achieve the end-goals.

"Such technology-agnostic approach will give the freedom of technology choice, while

**Business Standard**



could be more in coming months. And if the slowdown continues? The rot will spread to the core. Not an encouraging sign for a country that announced its ambition of becoming a \$5-trillion economy by 2025. "If the industry goes down, GDP will go down. It [auto industry] employs around 37 million people, directly and indirectly," says SIAM director general Vishnu Mathur.

Auto parts makers and dealers feel they are the worst hit. "Last year, we had actually planned for a growth year," says Ashish Harsharaj Kale, president, Federation of Automobile Dealers Associations (FADA). "We planned for 16%-18% growth and for the first four-five months it continued too. So, we got doubly hit. We had increased our costs for a growth year and against that we actually went down from our current normal. This hit us suddenly."

FADA says about 300 dealerships have shut, costing the livelihoods of 200,000 people. "About 60%-70% of our businesses are run by middle-class families in every quarter of India. These are not big public limited companies, nor do we have the access to easy capital," says Kale.

About 1 million people working in firms making auto components are likely to lose their jobs if the situation continues, the Automotive Component Manufacturers Association of India (ACMA) says.

**F**INALLY, heeding the auto sector's calls for a relief package, the government announced some measures in August. It said it was lifting a ban on purchase of new vehicles by government departments and allowing BS IV vehicles bought till March 2020 to be used till the expiry of the registration period. The rise in registration fee to ₹5,000 from ₹600 proposed in July has also been deferred.

However, it stopped short of lowering the goods and services tax (GST) levied on cars from 28% to 18%—a longstanding request of the industry. "We do hope that measures to improve liquidity and deferring of enhanced vehicle registration cost will revive the ailing sales in the auto sector," says ACMA's former president Ram Venkataramani, exuding hope that the government would consider a uniform rate of 18% on all auto components. "Currently 60% of auto components are at 18%, while the rest are at 28%. A lower rate of GST will not only ensure better compliance but also help curb grey operations in the aftermarket," he says.

Baig sees no point in reducing the GST. He says the only way sales could pick up is if the government gives a major opportunity window to the customers. "Right now nobody is in a hurry to buy vehicles. If the government gives a three-month tax holiday and, for example, says that it'll be back after three months, then I will be in a hurry to get it now instead of waiting."

He feels that the situation is not as bad as the wholesale figures indicate but he sees a "gloomy period immediately ahead". "Purchasing power of rural and urban India has gone down and automakers can't

### STATIC RATE

## ACMA seeks uniform 18% GST on all components

ENS ECONOMIC BUREAU @ New Delhi

IN the wake of severe slowdown in the auto sector, auto components industry on Friday demanded a uniform 18 per cent GST to help companies with their working capital borrowings, which could be used to invest in long-term assets. Currently, about 60 per cent of components are taxed at 18 per cent, while the remaining high value parts attract a duty of 28 per cent.

"Since we are largely a B2B business, uniform 18 per cent GST would not have an impact on the government exchequer, but would help our membership in managing their working capital borrowings, which could be better used to invest in long-term assets," said Ram Venkataramani, Automotive Component Manufacturers Association of India (ACMA) president, at the association's annual summit.

The decline in auto sales coupled with higher Goods and Services Tax (GST) rates and increase in import of auto components from Asian nations has impacted country's component industry which employs 50 lakh people and contributes 2.3 per cent to India's gross domestic product (GDP).

After clocking 15 per cent growth last fiscal, the demand has been a challenge for the sector since September 2018 and this would result in subdued results for FY20 in line with the market sentiments, Venkataramani added. Moreover, meeting newer emission and safety norms, and gradually shifting towards electric mobility has added pressure to the component industry.

Attending the event, Maruti Suzuki India MD and CEO Kenichi Ayukawa asked the components makers to start manufacturing electronic vehicles and certain key parts in the country to cut imports of such items.

Ayukawa further said,

The  
Morning  
Standard

### SLOWDOWN IMPACT

# Auto Parts Makers Put \$2b Investments on Hold

However, investments to innovate for BS-VI norms still on, clarifies association president

Nabeel.Khan@timesinternet.in

**New Delhi:** The slowdown has forced the Indian auto component industry to hold at least \$2 billion (about ₹14,330 crore) investment planned for this year, said Deepak Jain, the recently-appointed president of the Automotive Component Manufacturers Association.

Jain said investments in capacity expansion have been put on hold, but the industry is still doing certain investments in innovation. He said the industry has invested about ₹90,000-110,000 crore in switchover to the more stringent BS-VI emission norms, which will come into effect from April 1, 2020, and that of this amount, the auto component industry has invested about ₹30,000 crore.

"If we talk about a \$57 billion auto component industry, usually the investment ratio is close to 1:3 or 1:4. So, to generate additional revenue, considering we grew at about 14% last year, this investment could be \$2 billion, which has been put on hold," Jain told ET in an exclusive interview.

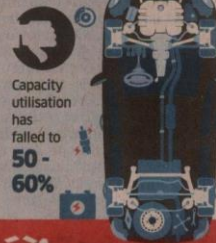
Capacity utilisation has come down to 50-60% from 75-80% in normal situations, said Jain. This has already resulted in a loss of around 1,00,000 jobs, he said.

"I want to clarify here that in

### Transition Time

₹90,000-110,000 cr invested for switchover to BS-VI norms

APR 1, 2020 BS-VI norms come into effect



September 2018, we were almost running peak. We were growing at a very healthy double-digit (rate). In the manufacturing sector, going to peak capacities, even to hit 90%, all the companies start to expand capacity. So we did expand," said Jain.

"We have run from 100 base threshold to 120, but unfortunately, demand subsided and that 100 became 80. So we are looking at probably 50-60% capacity utilisation and 40% is utilised."

Echoing the sentiment, leading auto component maker JBM also said that investment has been put on hold.

"We have put all investment in capacity expansion on hold as the demand has squeezed and we are cutting shifts and readjusting production," said Nishant Arya, executive director, JBM Group.

Several other companies, including Shriram Pistons & Rings, have also shelved their investment plans.

### SLIVER OF CHEER

I want to clarify that in Sept 2018, we were almost running peak. We were growing at a very healthy double-digit (rate)

DEEPAK JAIN  
President, ACMA

Jain blamed the development on factors such as implementation of new safety norms, which added to the total cost of vehicle ownership, and structural changes in the economy, which squeezed liquidity.

The Indian auto component industry contributes 2.3% to the country's GDP and employs about five million people.

Get a daily mail with the most important news on the automotive industry from all

The Economic Times

# Auto dealers for reporting of retail numbers instead of wholesale despatches

FE BUREAU  
New Delhi, September 6

**AUTO COMPONENT MAKERS** and dealers on Friday made a strong case for reporting retail sales numbers instead of wholesale despatches, stating that the move will help suppliers align their production with the actual demand.

Automakers in India report despatches from factories to dealers and not the retail sales to customers, which many believe is a faulty method of calculating growth, given that in many months, stocks remain unsold at dealerships. In most of the developed nations, manufacturers report retail numbers.

Dealers and component makers at the annual conclave of the Automotive Component Manufacturers Association of India (Acma) said it would have been easier to predict the ongoing slowdown in auto sales if retail numbers were reported.

Nikunj Sanghi, director at the Federation of Automobile Dealers Association (FADA), said the actual slowdown in sales started before it was getting reported since the second half of last year. "Despite the slump in demand, manufacturers continued to push stock which made inventory management difficult for dealers. Since the wholesale numbers showed a growth, suppliers could not manage their production."



Nikunj Sanghi

Since December last year, FADA has been providing retail sales figures but those only cover about 70% of total sales in the country. Besides, retail numbers of individual manufacturers are not reported.

Pawan Goenka, managing director at Mahindra & Mahindra (M&M), agreed to the proposal and said he has asked Siam to consult with other manufacturers on reporting retail numbers. "The Siam president has been asked to talk to other OEMs and I hope they come out with a decision soon," Goenka said.

Auto sales across segments have been falling since the second half the last fiscal impacted by high prices, costlier finance and other regulatory issues. Sales fell 20% year-

Financial Express

## 'Auto firms should also take up GST rate cut demand with State FMs'

'Issue to figure in GST Council meet'

SPECIAL CORRESPONDENT  
NEW DELHI

Stating that the central government was willing to put forth the auto industry's demand for a rate cut at the upcoming meeting of the GST Council, Minister of State for Finance Anurag Thakur asked the sector to also take up the matter with the States, who together have the majority vote in the Council.

"We have received representations from carmakers, dealers and other stakeholders regarding GST rate cut from 28% to 18%," Mr. Thakur said at the 59th Convention of Automotive Components Manufacturers Association of India (ACMA). He added that any GST rate cut needed to be first approved by the GST Fintment Committee, post which it would be taken up by the Council. "I request all of you to reach out to the State Finance Ministers who are part of the GST Council... FM [Union Finance Minister] has already suggested that we are open to take it to the Council."

The next meeting of the GST Council will take place on September 20. However, the auto industry is seeking an earlier resolution, as it fears that buyers will postpone purchases in anticipation of a reduction in prices.

Mr. Thakur said: "If there is reduction in interest rate after RBI's announcement, you [the industry] are also giving discounts, many other initiatives taken by the central government... why are we still not seeing the same kind of demand?... is it only the global demand or is demand coming down locally? Are people looking for cabs or for newer BS VI vehicles and electric vehicles? Or is it cyclical?"

A member of the audience interrupted the junior Minister and said that this was due to the delayed effect of demonetisation and that people don't have money to spend.

Mr. Thakur responded, saying, "Thank you... If that is the delayed effect... How do you move forward?" Speaking at the session, Union Minister Arjun Ram Meghwal said the problems faced by the auto industry were "minor" and would be quickly resolved.



Anurag Thakur

### 'Need uniform 18% GST'

The ACMA pitched for a uniform GST rate of 18% for all auto components as well as some export incentives for the industry from the Centre. Association president Ram Venkataramani said that about 60% of auto components attract 18% duty and the remaining high-value parts are taxed at 28%.

Citing a survey, he said there were indications that in Q1 of FY20, firms with diversified portfolios, be it across vehicle segments, market segments, product

The Hindu

## Maruti asks component ind to make key parts in India to cut imports

PRESS TRUST OF INDIA  
New Delhi, September 6

**THE COUNTRY'S LARGEST** carmaker, Maruti Suzuki India, on Friday asked component makers to start manufacturing vehicle electronics and certain key parts in India in order to cut imports of such articles.

The local manufacturing of such parts would not only help Maruti Suzuki India (MSI), but also support the government's Make in India initiative, MD and CEO Kenichi Ayukawa said while speaking at the ACMA annual convention here.

"I have a challenge and an invitation to offer to you (components industry). The MSI car is over 90% local, component-wise. But some key parts and electronics are areas where we still need to import. But we want to Make-in-India," Ayukawa said.

If anybody can make electronic components and some key parts in India with quality and reliability, it will not only help MSI, but the entire Indian automobile industry, he added.

Ayukawa said the best opportunity to win in the future lies in developing in-house research and development (R&D) capability. "If India has to be competitive in the world of tomorrow, my message is — start developing in-house R&D capability... (which) is a very long drawn process and the results come slowly. We have to be patient and stay committed," he added.

On the government policy, Ayukawa said if the government sets targets on the end-goals and allows freedom to the industry players to choose the technology, it would be best suited to achieve the end-goals.

"Such technology-agnostic approach will give the freedom of technology choice, which we need," he said.

Financial Express

## Tata Motors shifts track with retail as its new mantra

Guenter Butschek, CEO & MD, believes wholesale figures do not reflect the true picture

MURALI GOPALAN

Guenter Butschek still remembers how the system of reporting wholesale vehicle sales numbers was a bit of a novelty to him when he moved to India four years ago.

"If there is something I found strange from my international experience, when I first came to India, was the wholesale reporting as I am not used to it," admits the CEO & Managing Director of Tata Motors.

From his point of view, wholesale has nothing to do with the market situation or even a true reflection of it. "On the contrary, it can mislead market reality and you do not realise that there could be a problem (someday)," adds Butschek.

### Retail drive

His worst fears have come true now with the prolonged slowdown in the auto industry except that the Tata Motors chief will still have reasons to feel pleased. Over the last few months, the company has been focussing on retail as part of an endeavour to be transparent and supportive of its extended ecosystem of suppliers and dealers.

According to Butschek, he had been "chasing my guys to report retail" which they said could only be provided by the dealers. "My point was that I would still appreciate it since this would mark a beginning and we would become more credible in the process," he says.

After all, publishing official retail figures is pretty much the norm overseas quite unlike India where it is about how many units can be pushed "into the courtyard of the dealer". It is Butschek's view that what finally counts is what has been given to the customer and literally operated in the market. There are just no two ways about it, he insists.

Has this been one of the contributory factors for the present slowdown where surplus stocks have choked the pipeline? After all, nearly 300 dealerships have closed down over the last couple of years and the liquidity crunch has done little to alleviate the situation.

Butschek agrees that there is problem for sure though he does not quite subscribe to any reference to 'crisis' since it "is an extremely powerful word which comes with a host of negative associations". The truth, however, is that demand has fallen and the slowdown has been longer lasting than any similar situation in the past with "nobody expecting it to last this long".

The required adjustment by the industry has come a little too late too, says the Tata Motors chief. The fact that the business is generally reported as wholesale with the accompanying market rankings as a result has



Guenter Butschek, CEO & MD, Tata Motors

only ended up skewing the script. "This works well so long as the market is very strong and the stocks will eventually be in customers' hands quickly without too much of a gap. Now imagine if the same demand situation is declining. When do you actually start adjusting your wholesale and change your push principle to a pull principle?" asks Butschek.

### The better alternative

This was precisely when Tata Motors changed tracks and opted for retail as the better alternative to wholesale reporting. His MD recalls how the decline in Q2 (July-Sept) last year had caused stocks to pile up across industry. This was when the banking crisis and NBFC volatility happened even while companies were hopeful that demand would pick up.

"We thought the crisis would not impact the industry and were confident about the festive season," continues Butschek. That boom did not happen and Tata Motors went in for a block closure at its Sanand plant in November even though it did not make too much noise about it. After all, there was no point being perceived as cautious and pessimistic.

December 2015 saw a slight recovery and prompted automakers to replenish stock levels since Q4 (Jan-March) is traditionally strong. This, however, did not turn out to be the case even though March was better with a slight recovery and "we thought the worst was behind us".

The beginning of the new fiscal (April-June) is traditionally not so strong but still ended up being way below industry expectations. This was also the time when Tata Motors announced in the beginning of April at its dealer conference in Dubai that the time had come to shift focus from wholesale to retail.

Butschek was absolutely categorical that it was impossible to continue with pushing and it was time to move

keeps moving to customers, it is fine but in a decline we need to make sure that this line of command does not break," explains the Tata Motors MD.

It is a no-brainer that demand does not start with production but with retail. Hence, pumping vehicles into the network in order "to keep the metal going" was not going to help anyone's cause. The better option was to unleash the cash by moving to retail while talking to dealers on volume expectations.

"It is an educated discussion quite unlike the past when stocks were pushed incessantly. Now it is a huge change in mindset from our side where we talk of dealer volume expectations and so on. We understand the demand structure and plan for the future," says Butschek.

### Downturn effect

He concedes that the downturn accelerated the thought process and today the Tata Motors team is in line with the new mantra of retail being the way forward. It assures more transparency and the company believes that it makes sense to "play with an open card".

The bigger challenge though is to have all stakeholders come onboard which means other vehicle manufacturers should also be ready to embrace this idea. Apparently, the Society of Indian Automobile Manufacturers (SIAM) has been apprised by the Federation of Automobile Dealers Association (FADA) given that there is a huge gap between the sales reports put out by each of them. "We must move to retail since this is a truthful reflection of on-ground reality beyond the change in statistics, this will be a huge transition in credible information," says Butschek. For this to happen, FADA, SIAM and ACMA (Automotive Component Manufacturers Association of India) should be on the same page eventually.

"To take the bull by the horns, we at Tata Motors had to shift to retail from wholesale," he adds. Even if the company was the first to do so, the real change will happen when others also follow suit. "We are definitely positive and the purpose of this switch will only guide us better," says Butschek.

It is also his firm view that everyone within the ecosystem will have to help each other in order to bring sanity and credibility all around. According to him, suppliers will also gain immensely from the viewpoint of planning better instead of coping with drastic order reductions overnight.

"Wholesale is the wrong mechanism and you cannot choke the dealer with stocks," he says while pointing out that it is important to continue with retail even when the recovery

The Hindu Business Line

## LIGHTWEIGHTING SPECIAL

### INTERVIEW AJAY KAPUR, CEO, ALUMINIUM AND POWER, VEDANTA ALUMINIUM

PFA, which are known to have excellent metal quality and outstanding castability, are typically used for parts, components and structures. What parts, in your opinion, are they ideal for? Primary Foundry Alloy (PFA) for the automotive industry will be ideal for aluminium alloy wheels, cylinder heads and brakes. We also anticipate that with increasing focus on reducing vehicle weight, safety-critical parts will be made from PFA instead of cast iron in order to offer higher strength.

What is the cost-benefit analysis for PFA compared to conventional materials? The lightweight property of PFA will play a key role in saving costs. It should be noted that 1kg of aluminium is capable of substituting 3kg of steel. Aluminium is also better and durable in comparison to steel and therefore delivers better value. Moreover, the investment in creating this new product line will allow automotive suppliers and OEMs to locally source materials rather than importing them. This localisation of the sustainable domestic raw material supply chain will further reduce cost.

At which of Vedanta's facilities have you incorporated the 240,000T capacity that was announced?

Vedanta has a capacity of 10 KTPA in Jharsuguda and alongside, Bharat Aluminium Company (BALCO) has a capacity of 90KTPA. In 10kg (small form) category, we have 190KTPA and in the 22kg category, we have 50KTPA capacity.

How soon do you plan to commence supplies of PFA to automotive ancillaries and OEMs? We have already started

supplying to OEMs and ancillaries in the area of wheel manufacturing in India. Our proactive move to expand business on this front helped us on-board some of the most reputed equipment manufacturers and auto ancillaries as our clients. In the near future, we will look to expand our alloy portfolio for supporting manufacturing of cylinder heads, ABS brakes and certain applications where steel or iron is getting substituted with aluminium alloy.

How smooth was the overall process, given that automakers/companies first go through rigorous checks and balances before material approval?

We have installed best-in-class capacities at our plants in Jharsuguda and BALCO. We are also the first company in India to attain TS-16949 certification. Considering the approval process, the key OEMs and ancillaries in India have been already on-boarded. The process is on for the rest of the players.

What portion of the total capacity would be dedicated to the automotive sector?

At our cast houses, we have a dedicated 240 KT Primary Foundry Alloy capacity focused on the automotive sector. Almost 10 percent of our billet volumes are sold to the automotive sector. Overall, 15 percent of Vedanta's aluminium sales feed the automotive sector.

While price advantage is going to be a key factor prompting customers to shift to local from imported raw material, but where does the localised material stand against the imported one in terms of quality? We have invested in cutting-edge technologies from internationally acclaimed companies such as Properzi



**'With stricter safety and emission norms alongside demand for lightweighting and EVs, we foresee aluminium industry segments like extrusion, casting and rolling playing a major transformational role.'**

of Italy and Befesa of Spain. This investment assures top-notch quality in our processed material. This is complemented with a state-of-the-art laboratory facility and product-testing equipment, which enable us to provide products that are at par or even better than our global peers.

Moreover, a supply chain based on domestic capability as opposed to imports ensures certain natural benefits for the business. In this case, the major benefits

will be inventory cost reduction, exchange rate risk optimisation, and more customised offerings.

While there is an anti-dumping duty on passenger vehicle rims currently enforced by the government, that's still not the case with two-wheelers. Do you voice the industry's opinion about implementing an anti-dumping duty for that segment as well?

dumping duty on import of passenger vehicle wheels. This move went on to create a pocket of investment in the country with many companies putting up manufacturing units in the last five years, which also went on to create scores of employment.

Interestingly, all these wheel manufacturing units are CNG-based and hence environment friendly. Similarly, the setting up of an alloy wheel manufacturing for two-wheeler segment instead of relying on imports (more than \$300 million at material level) will be a good opportunity for the country. Something we believe the government should consider.

According to ACMA, of nearly 35 million two-wheeler alloy rims annually, only 13 million are currently produced in the country. If an anti-dumping duty is imposed, do you think India is capable of handling all of the domestic demand?

Two-wheeler wheel manufacturers are not operating at their full capacity and always face steep price competition from China and other countries for supply. As I mentioned earlier, if the domestic two-wheeler wheel manufacturing ecosystem is supported, it can create the same robust investment story as that of four-wheeler wheel manufacturing in the country.

Aluminium is a metal of the future and holds strategic importance for

# 'Auto sector problems minor in nature ... will be resolved soon'

PRESS TRUST OF INDIA  
NEW DELHI, SEPTEMBER 6

IF PRIME Minister Narendra Modi's government can extend Parliament session to abrogate Article 370, solving the problem of the auto industry which is facing a slowdown is a "minor" thing, Union minister Arjun Ram Meghwal said on Friday.

Addressing the annual convention of the ACMA, the minister of state for heavy industries and public enterprises said issues plaguing the auto industry will be "tackled and settled".

"When Lok Sabha (session) was going on and (decision on) Article 370 had not yet come up,

## Deepak Jain is new president of ACMA

New Delhi: Auto components industry body ACMA Friday said it has appointed Lumax Industries CMD Deepak Jain as its new President.

Besides, Sona Comstar Chairman Sunjay Kapur has been appointed as vice president for 2019-21 term, an ACMA statement said. Jain said the sector is undergoing one of the most difficult times ever and it needs to prepare itself for future. PTI

many MPs (parliamentarians) used to come to me and ask me if session is being extended," Meghwal said.

He added that many MPs did not want extension of the session.

"By extending the session, if we can remove evil thing like Article 370 then your problems are minor in nature, it will be resolved soon don't worry," Meghwal assured executives of the automotive industry.

"We will bring your issues in front of the Finance Minister, Prime Minister and when Modi ji is aiming for \$5 trillion economy then all these issues will

The Indian Express

Autocar Professional



## Auto players should also take up GST rate cut demand with state FMs: MoS Finance

**NEW DELHI:** Amid clamour from the auto industry for a GST rate cut, Minister of State for Finance Anurag Thakur on Friday asked players in the sector to also take up the matter with state finance ministers who are part of the GST Council, and assured all support from the Centre.

Automobile and component manufacturers have been seeking GST cut on automobiles to 18 per cent from 28 per cent to help the sector come out of a prolonged slump that has resulted in job losses.

"You are aware that any rate cut on GST needs to be approved first by the fitment committee then by the GST Council. I request all of you to also reach out to the state finance minis-

ters who are part of the GST Council," Thakur said while speaking here at the annual convention of the Automotive Component Manufacturers Association.

He said the finance ministry has received multiple representations from car manufacturers, dealers and many of the stakeholders regarding the GST rate cut.

"Various OEMs (original equipment manufacturers) are based out of various parts of the country. The issue is whether they (the manufacturers) taking these issues with their finance ministers or not," Thakur later said while speaking to reporters on the sidelines.

He said state finance ministers



should be equally aware of the challenges faced by the OEMs or the automobile manufacturers.

"Our humble request is to apprise them also so that whenever this issue is discussed in the GST Council meet-

ing, everyone should have their view point," he added.

Thakur had reminded the gathering that Finance Minister Nirmala Sitharaman has already suggested in the last meeting that the Centre was open to take it to the GST Council for deliberation, and most of the decisions were unanimous in the previous GST Council meeting.

The next GST Council meeting will be held on September 20 in Goa.

Thakur said the government has already come out with slew of measures to address challenges faced by the auto industry.

"So, that is the priority our government is giving to this industry," he said.

"Let me assure you we stand by you at this juncture and we will be there to listen to your challenges as we know you are going to play the most important role in making India a \$5-trillion economy by 2024-25," he said.

The government will consider various measures including the scrappage policy and we are working closely on that as per demand of the industry, he said.

"This industry is going to do well... (instead of) looking at this as a challenge, we will take it as an opportunity and be among the top-three countries in automobiles in the world," he said

Millennium Post

AT THE SIDELINES OF AUTOMOTIVE COMPONENT MANUFACTURERS ASSOCIATION OF INDIA EVENT

## Maruti to ACMA: Produce key parts to cut imports

AGENCIES/ New Delhi

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(R&D) capability.

"If India has to be competitive in the world of tomorrow, my message is - start developing in-house R&D capability... (which) is a very long drawn process and the results come slowly. We have to be patient and stay committed," he added.

On government policy, Ayukawa said that if the government sets targets on the end-goals and allows freedom to the industry players to choose the technology, it would be best suited to achieve the end-goals.

"Such technology-agnostic approach will give the freedom of technology-choice, while keeping focus on the target," he added. Ayukawa also emphasised o

The Free Press Journal

# Auto sector seeks GST cut, fears more job loss

PTI ■ NEW DELHI

Seeking urgent stimulus from the government in the form of GST reduction, the auto industry on Thursday cautioned that if the current slowdown in the sector continued, there would be further job losses that could have societal and social consequences.

With the industry slated to move to BS-VI emission norms from April next year, automobile makers fear that price increase amid a slowdown would further compound the problem.

The auto industry, through the Society of Indian Automobile Manufacturers (SIAM), has been asking the government to reduce GST on automobiles to 18 per cent from 28 per cent.

"I think there are societal and social consequences of that. I am sure government will look at that," SIAM President Rajan Wadhwa told reporters here.

He was responding to a query on what could happen if the demand for reduction in GST was not met.

"Let's say if for some reason you go down to such an extent that lot of people lost jobs, that

is going to create a lot of turmoil," Wadhwa said.

Expressing similar sentiments, Mahindra & Mahindra Managing Director Pawan Goenka said, "My worry is that if the industry does not turn back on a positive sort of growth for the remaining part of the months of fiscal year, you may see more layoffs."

According to SIAM, vehicle manufacturers have laid off around 15,000 temporary workers, while dealers have witnessed around 2.8 lakh job losses with nearly 300 dealerships closing in the past three-four months.

Components makers body ACMA had also said that around 1 million jobs could be on the line if the current slowdown persisted.

Goenka further said, "My belief is that the employment levels that we have today amongst OEMs (original equipment manufacturers) and suppliers is probably more than what the current level of production will justify."

Justifying the demand for a GST cut, Wadhwa said vehicle prices would go up when BS-VI norms are implemented, and government stands to gain from that.

"We are asking them (government) if they could reduce and share with us that price increase so that demand does not fall as a consequence of the BS-VI price going up," he said.

Citing past instances, he said, "Every initiative counts and fiscal stimulus is a very big initiative. In the past, history tells us that in 2008 and 2014 recession when we were hit by downturn there were tax rebates given by government. That did boost up demand."

Supporting the call, Tata Motors Managing Director and CEO Guenter Butschek said, "In order to get out of the current crisis and not miss the festive season, we require clarity from the government, here and now, on GST and scrappage policy."

Goenka termed the switch from BS-VI to BS-IV as "a major disruption to the industry", as the whole supply chain, inventory and processes at manufacturing plants goes through a change.

"Therefore nobody should underestimate the disruption it causes. To go into disruption when the industry is in a slow-

# 'Automakers, States Must Talk for Lower GST'

Centre open to placing proposal before GST Council, says MoS Finance

Our Bureau

New Delhi: Minister of state for finance Anurag Thakur said the automotive sector should reach out to state chief ministers and bring them on board for a reduction in goods and services tax (GST) rates on vehicles to boost sales in the local market, which is in the midst of a prolonged slowdown.

Thakur, who was speaking at the 56th annual convention of the Automotive Component Manufacturers' Association (ACMA) on Friday, said that any proposal to re-



**POSSIBLE APPROACH**  
...most decisions there (GST Council) are taken unanimously. The industry should reach out to state chief ministers who are part of the council

**ANURAG THAKUR**  
Minister of state for finance

duce GST rates on vehicles has to be approved by the fitment committee and consequently by the GST Council.

"We are open to taking it to the (GST) Council, but most decisions there are taken unanimously. The industry should reach out to state chief ministers who are part of the council," he said. The

GST Council is scheduled to meet next in Goa on September 20.

Automakers have been urging the government to slash GST rates on vehicles to 18% from the current 28% to revive demand in a market where total sales are estimated to have declined 20% year-on-year in August.

Tata Motors CEO Guenter Butschek said that in order to get out of the current crisis and not miss the usual uptick in sales during the festive season, the industry needs clarity from the government. "We require clarity from the government, here and now, on GST and scrappage policy," he said. As much as 20% of sales for automakers happen during the festive season.

Meanwhile, Thakur said the government has already taken several steps to help spur demand. "In the first meeting on August 23, we announced a number of initiatives to help the automotive industry. That shows that we treat this industry on priority," he said. The automobile industry con-

tributes as much as 49% to the manufacturing GDP and employs 37 million people in the country.

When Thakur sought inputs about the possible reasons for sales not reviving despite reduction in rates by the Reserve Bank of India (RBI), record discounts by manufacturers and government intervention, a participant at the forum said without identifying himself, "This is the delayed effect of demonetisation. People do not have money." Seeking to calm down the atmosphere after the interruption, Thakur said, "If that is the delayed effect (of demonetisation), how do you move ahead from here? How do you go forward?" Later on, minister of state for heavy industries and public enterprises Arjun Ram Meghwal asserted in his speech that demonetisation and GST were economic reforms that were needed to make India a \$5 trillion economy.

Separately, industry leaders at the forum requested that the government help the sector in smooth transition to BS-VI emission standards from April 1, 2020, as sudden stoppage of manufacturing and sale of BS-IV vehicles would be a monumental challenge. Society of Indian Automobile Manufacturers president Rajan Wadhwa said vehicle and component makers were prepared to meet stricter emission norms but fuel availability was a concern. "It is extremely difficult to predict sales and plan inventories in such a way as to have zero inventory at the end of March. This itself is giving rise to speculation and confusion among customers... From time to time in the next few weeks we shall interact with you to give us a possible solution to this big complex problem which is coming," said Wadhwa.

ACMA has additionally requested that the government look at a uniform rate of 18% for all auto components to help suppliers with their working capital borrowings.

At present, 60% of auto components are taxed at 18%, and the remaining high-value parts at 28%.

The Pioneer

The Economic Times

CHART SHOWING VEHICLE REGISTRATION DATA

Category	July 2019	July 2018	June 2019	YoY (%)	MoM (%)
2W	13,32,384	14,03,382	12,78,254	-5%	4%
3W	55,850	54,250	46,211	3%	21%
CV*	23,118	26,815	28,478	-14%	-19%
PV**	2,43,183	2,74,772	2,28,198	-11%	7%
Total	16,54,535	17,59,219	15,81,141	-6%	5%

Around two lakh jobs has been cut across automobile dealerships in India in the last three months as vehicle retailers take to reducing manpower to tide over the impact of the sales slump

Source: FEDRA Research

to four years. To avoid losses, dealers have been cutting down on costs other than manpower till March. However, the slowdown continued despite good election results and the Budget, which has led to dealers cutting manpower.

As per Society of Indian Automobile Manufacturers figures, vehicle wholesale across all categories declined by 12.35 percent to 60,85,406 units in April-June as compared to 69,42,742 units in the same period of last year. Meanwhile, as per data based on registrations collated by FADA, retail automobile sales in the April-June period declined by six percent to 51,16,718 units in the first quarter of this fiscal as against 54,42,317 units in the year-ago period. No wonder, market leader Maruti Suzuki has also trimmed its temporary workforce by six percent this year.

#### The road ahead

Earlier in August, addressing the annual general meeting, Chairman of Mahindra Group, Anand Mahindra, said, "I do believe that kick-starting the auto industry with a few short-term measures will serve a greater national purpose." He feels that the most obvious and welcome first aid would be some temporary relief on the GST front, either by modifying the slabs or, if that is not possible, by removing the cess."

Mahindra added, "The revival of employment would lead to a revival of consumption and in a virtuous cycle that would get us closer to the 5-trillion economy that is our common goal."

The chaos is witnessed across the country and especially from the manufacturing hubs such as Tamil Nadu, Jharkhand, Maharashtra, Gujarat, and other such states. The job scenario is not going to change until a major interference from the central government. In fact, the situation is expected to get worse in the coming days. According to a news website, the President of Centre of Indian Trade Unions (CITU) of Tamil Nadu chapter A Soundarajan said that at least 5000 contract workers have been laid off as a result of a slowdown in production.

Managing Director of Mahindra and Mahindra, Pawan Goenka is also facing the heat of this slowdown. In a recent development, the automaker has laid off about 1,500 temporary workers since April 1st this year, adding that if the slowdown continues it will force to lay off more employees.

The journey for this sector is not going to be a smooth ride as the roads are pretty rough. In July



"The revival of employment would lead to a revival of consumption and in a virtuous cycle that would get us closer to the 5-trillion economy that is our common goal"

- Anand Mahindra

this year, the Automotive Component Manufacturers Association of India (ACMA) warned that 10 lakh jobs were at risk and urgent action was needed to bring the industry back on track. A major chunk of employees in these sectors work on a contract basis, and they are the one suffering the most in the current situation. Daily wage workers are not getting work, companies are shutting down their showrooms, and some days are no production days in many automobile companies.

Trade pundits are expecting the situation to come back on track in the coming months, but this can only be possible if the GST rates are revised from 28 percent to 18 percent. Experts believe that the consumers are holding on to their automobile purchase until Bharat Stage VI (BS-VI) norms come into play. The vehicular emission norms will be implacable in India from April 1st, 2020. The consumers are waiting for good offers and also waiting to buy the BS stage VI vehicles. Hence there is a slowdown in demand which leads to less production.

With the job scenario off the track in the auto industry, there are no definite signs in the coming months that can heal the job losses. Auto manufacturers are not upbeat about the upcoming festive season as well; they feel the demand during the festive season will remain slow, and hence they are giving ten-twelve days leave to the workers and production is the bare minimum.

The industry is expecting the government to look into this matter and that is the only ray of hope for all the employees who have lost their jobs in last few months, and a large chunk is under immense pressure over losing their jobs. 🗣️

NEWS FEATURE

## Turning disruption into growth

Concerted actions across all stakeholders could create a unified push for a thriving automotive industry

SHIVANSHU GUPTA, AUROBIND SATHPATHY, BARATHRAM A & GANDHARVI VIG

Discontinuities are disruptions on the evolution curve that alter the way an industry operates. The automotive component industry in India has been in a growth phase in the past decade with domestic turnover more than doubling and export turnover growing five-fold between 2010 and 2019, according to the Automotive Component Manufacturers Association of India (Acma).

In recent months, we have seen discontinuities in this sector. Auto sales have declined driven by factors like the liquidity crunch in non-banking financial companies (NBFC), higher acquisition costs for vehicles owing to an increase in the costs of raw materials, insurance and finance; and weaker consumer sentiment. Growth in the automotive component industry declined from 18 per cent in the 2018 financial year to 14.5 per cent in the 2019 financial year.

While policy measures could bring back growth, the industry can adopt some practical measures to stimulate near-term impact and long-term preparedness:

- **Maximise product modularity** using a spend pareto across product, sub-system and parts to improve economies of scale and reduce the working capital requirement. A pareto is a statistical technique in decision-making used for the selection of a limited number of tasks that produce significant overall effect;
- **Embrace a zero-defect culture** at operator level to drive individual and area-level performance management;
- **Rationalise the portfolio** by focusing on products that bring the majority of revenues and profits and expand after-market activities and export markets;
- **Re-imagine end-to-end sales and operations** processes by using digital technologies and analytics, such as forecasting tools, to optimise capital and cost and increase customer satisfaction;
- **Manage fixed costs** by establishing a war room to reduce indirect costs services, stores and spares.

#### INDUSTRY DISCONTINUITIES AND THEIR IMPLICATIONS

Component makers are bound to be affected by the fundamental changes in the automobile industry. They would do well to prepare for big changes already visible on the horizon in the following ways:

**Expedited enforcement of emission and safety standards:** Introduction of BS-VI (Bharat Stage VI) emission standards (equivalent to Euro VI) will bring India in line with global markets. This will open up global export markets as component makers improve their capabilities and build products targeted to the wider world.

**Renewed focus on electric vehicles:** The government has earmarked nearly ₹10,000 crore (approximately \$1.4 billion) for electric vehicles and related subsidies, while the private sector has increased its investment to about ₹400 crore (\$56.4 million) in 2019 (up from about ₹300 crore or \$42.3 million in 2018). Electric vehicle adoption could have many subsequent implications. Power train components could change drastically with some becoming rising stars in the age of electrification and others under high pressure; the material composition of vehicles could change fundamentally, and suppliers could transform where and how they play in the auto sector value chain.

**Rise of shared mobility:** Changing consumer preferences could prompt the growth of new customer segments, such as fleet owners, and create new revenue pools for auto component suppliers.

**Growing demand for connected vehicles:** This could gradually change the composition of vehicles with the



Car bodies on an assembly line. Manufacturers will now need to build capabilities through partnerships

electronics and software components dominating the mix.

**Consolidation of auto original equipment manufacturers:** Global auto OEMs are consolidating to take advantage of their mutual strengths and improve their capabilities. Component makers could use this opportunity to hasten modularisation and vendor consolidation.

**Digital and analytics-driven transformation of core business:** Digital and analytics will transform automotive organisations across the value chain. Manufacturers will need to use digital technologies heavily for internal transformation.

#### IMPERATIVES FOR AUTO COMPONENT MANUFACTURERS

Given these changes and possibilities, auto-component manufacturers would need to examine their business in the following ways:

**Rethink product strategy:** Manufacturers will need to de-risk their portfolio by diversifying across channels, for example, including after-market sales. They would need to redefine customer segments, such as shared taxi aggregators, and rethink their geography, for example, by sharpening export markets. These cannot be one-time efforts and will require annual reviews of strategy.

**Partnerships to build capabilities:** Faster market access and time-to-market are critical. Manufacturers can co-invest in R&D and product development, building capabilities through partnerships.

**Embrace digital:** Manufacturers will need a roadmap for this transformation with clearly defined milestones and a taskforce to drive change.

**Non-conventional sales approach:** Business development is a hunter-farmer approach, where the focus is on bringing in new business and the works to grow that customer, and invest in the tomer of the future.

**Manage organisational and cultural changes:** Manufacturers would need a transformation office to identify the roles that create the most value for an organisation and assign them projects that will drive growth in the future.

#### HOW STAKEHOLDERS CAN SUPPORT AUTO COMPONENT MANUFACTURERS

Managing the slowdown and embracing discontinuities in India's automotive component industry requires crucial stakeholders, such as the government, industry bodies and OEMs, to co-create and collaborate.

The government could continue to encourage electric vehicle manufacturing and adoption, appoint trade representatives at consulates to facilitate exports and incentive companies to establish operations in India. Industry bodies could work with export promotion councils to identify target markets for exports, facilitate a cooperative supply chain in high-potential export markets, set up incubation centres in metropolitan zones to promote innovation related to automation, connectivity, electric power and the shared-mobility economy (ACES); and conduct training on the impact of digital interventions.

Anchor actions for OEMs include investing in and collaborating with Tier-I and Tier-II component manufacturers to help them build a workforce of the right size and with the relevant skills and knowledge partnerships to embed digital capabilities in their organisations.

Concerted actions across all stakeholders could create a unified push for a robust and thriving automotive industry in India.

Business Standard

People Matters

# INCUBATORS GET A SHOT IN ARM

Widening scope of mandated CSR expenditure to a larger segment of public sector start-up incubators provides a fillip to start-ups

ENS ECONOMIC BUREAU

Alongside a host of big-bang tax reforms, Union finance minister Nirmala Sitharaman also provided a fillip to the start-up and innovation sector on Friday by widening the scope of mandated CSR expenditure to a much larger segment of public sector start-up incubators.

Until now, companies were allowed to provide Corporate Social Responsibility (CSR) funds only to technology incubators located within the Centre-approved academic institutions.

"Now, Corporate Social Responsibility fund can be spent on incubators funded by Central or state governments, any agency or PSU, and making contributions to public-funded universities, IITs, national laboratories and autonomous bodies engaged in conducting research in science, technology, engineering and medicine aimed at promoting SDGs (sustainable development goals)," a government statement said.

The move is expected to open up a substantial corpus of funds for state-sponsored incubators and start-ups currently being mentored by them across the spectrum, from small university-funded entities to much larger start-up accelerators like the Techno Hub in Jaipur, T-Hub in Telangana and the Technology Innovation Zone in Kerala. "We're focused on making India the Innovation Laboratory of the world... This will boost research in various sectors," tweeted Anurag Thakur, Minister of State for Finance.

According to the Companies Act,

companies with a net worth of ₹500 crore or more; a turnover of ₹1,000 crore or more, or a net profit of ₹5 crore or more, are required to spend 2 per cent of the average net profit of the three preceding years on CSR activities. This has seen spending on CSR steadily increasing since the mandate began, with total CSR expenditure by over 10,000 Indian companies rising from ₹10,066 crore in 2014-15 to ₹13,327 crore in 2017-18.

However, CSR spending has generally gone to other segments than start-up incubators. For instance, CSR spending between 2014-15 and 2017-18 was the highest in education, health, fight against poverty and malnutrition, access to clean drinking water, and livelihood for the differently abled. According to a Lok Sabha reply filed by the corporate affairs ministry, less than ₹37 crore of CSR monies had been invested in technology incubators out of a total CSR spending of ₹7,860 crore in 2016-17. "Earlier too, many such incubators were getting funded, but only on the technology side. With the

scope now widened to all public sector funded incubators, a lot of start-ups will get a leg up," said an assistant manager at an IIT-funded tech incubator. "Expansion of scope of CSR expenditure will also encourage research and development in automotive industry" added ACMA president Deepak Jain.



Earlier too, many technology side, incubators, a lot of

The Morning Standard

# 'Get CMs on Board for Cut in Auto GST'

For tax relief, automakers should also try to convince states that are part of GST Council, says Thakur

Our Bureau

New Delhi: Minister of state for finance Anurag Thakur said the automotive industry should reach out to state chief ministers and bring them on board for a reduction in goods and services tax (GST) rates on vehicles to boost sales in the local market, which is in the midst of a prolonged slowdown.

Thakur, who was speaking at the 59th annual convention of the Automotive Component Manufacturers' Association (ACMA) on Friday, said any proposal to reduce GST rates on vehicles has to be approved by the fitment committee and consequently by the GST Council. "We are open to taking it to the (GST) Council but most decisions there are taken unanimously. The industry should reach out to state chief ministers who are part of the council," he said.

The GST Council is scheduled to meet next in Goa on September 20. Automakers have been urging the government to slash GST rates

## Demand Slump

Automobile industry contributes 49% to manufacturing GDP and employs 37 mn people

Auto sales estimated to have declined 20% year-on-year in August

Next GST Council meet in Goa on Sept 20

"We are open to taking it to the GST Council but most decisions there are taken unanimously. The industry should reach out to state chief ministers who are part of the council"

ANURAG THAKUR, Minister of state for finance



on vehicles to 18% from the current 28% to revive demand in a market where total sales are estimated to have declined 20% year-on-year in August.

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quire clarity from the government, here and now, on GST and scrapping policy," he said. As much as 20% of sales for auto companies happen during the festive season.

Meanwhile, Thakur said the government has already taken several steps to help spur demand. "In the first meeting on August 23, we announced a number of initiatives to help the automotive industry.

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When Thakur sought inputs about the possible reasons for sales not reviving despite reduction in rates by the Reserve Bank of India (RBI), record discounts by manufacturers and government intervention, a participant at the forum said without identifying himself, "This is the delayed effect of demonetisation. People do not have money."

Seeking to calm down the atmosphere after the interruption, Thakur said, "If that is the delayed effect (of demonetisation), how do you move ahead from here? How do you go forward?"

Later on, the minister of state for heavy industries and public enterprises Arjun Ram Meghwal asserted in his speech that demonetisation and GST were economic reforms which were needed to make India a \$5-trillion economy.

The Economic Times

# India Auto Inc's new lean mantra

To be lean and green is the avowed mission of vehicle manufacturers and their suppliers, as they gear up for a sustainable but disruptive future. **Mayank Dhingra** and **Nilesh Wadhwa** report.

**O**f the global megatrends having an immediate impact on the automotive value chain and on vehicle weight is lightweighting. As OEMs look to shed weight by slashing kilos and shaving grams to develop lighter but stronger vehicles, there is an increasing need for sharing of technology and best practices. Industry experts believe that given the short time frame of meeting regulatory deadlines pertaining to fuel efficiency and vehicle safety, a good amount of learning could be imbibed from the aerospace sector, where use of composites and lighter materials such as aluminium has been an ongoing process for decades.

The concept of implementing multi-material technology and know-how transfer from aerospace to use composites can deliver some amazing results in making automobile platforms lightweight to meet industry requirements. The use of polymers in the auto industry is increasing and carbon composites now see around 22 percent contribution by weight and over 13 percent by value, thus taking the average vehicle weight on a downward trend. While a composite is a mixture of two different elements, the automotive industry is seeing examples wherein



carbon and glass fibres are being bonded together with bonding chemicals to offer the mechanical strength from the fibres and structural integrity from the binding material, which can sustain high loads over considerable amounts of time.

Earlier this year in April, apex component industry body ACMA conducted a day-long conference on automotive lightweighting, drawing industry leaders and specialists. Among them was ZF which has effected innovation in making 25 percent lighter dampers, 10 percent lighter calipers and a remarkable 23 percent reduction in sheet metal weight for passenger car shock absorbers. According to the company, it is doing all of this by using alternate materials without affecting

**With challenging emission and average fuel efficiency norms, OEMs are exploring increased usage of a mixture of advanced, ultra and high strength steels in body shells.**

the structural integrity of the vehicle chassis.

ZF also showcased its Modular Semi-Trailing Active Rear Suspension (mSTARS) for UV application, wherein the upper and lower control arms have been made of aluminium. The company claims a 12 percent weight reduction in the overall vehicle weight.

Its upcoming range of AMTs for CV application also claims a 20-25 percent weight reduction because of using plastics and aluminium in the holders and actuators. This helps in improving fuel efficiency and can be implemented in long-distance trucks as well, the company says. The company has also come up with lightweight tie-rods, drag links and ball joints for commercial vehicle application.

## Anand Group

Representing the Anand Group, MS Shankar, president, Technology and Innovation, shared his viewpoints by citing that "the industry imminently needs to focus upon the intent of reducing emissions, whether we do it through electrification or BS VI is a different case."

The company, Shankar said, is working on multi-material concepts with its JV partner Henkel and using adhesives to bind materials together to eliminate weld joints. "We are looking if we can do a product that is 80 percent lighter than steel assembly," he added.

Within the Group, he spoke of other examples for instance, making the spring seats in a MacPherson strut suspension system out of plastic for Gabriel, and working with Mahle to bring a 15 percent weight reduction in an HVAC system while getting a 20 percent higher heat rejection.

## BAPL Rototech Plastics

G Raju, CEO and director, BAPL Rototech Plastics, said plastics are set to see increasing penetration and growth till 2030. "BS VI and CAFE are posing huge challenges for vehicle manufacturers in India to be able to comply to these stricter norms and plastics and 3D printing are areas which are picking up pace

## Move may spur demand for contract manufacturing

# Corporate tax cut cheers Auto Inc

MICHAEL GONSALVES  
PUNE, SEPT. 20

While the much-awaited GST cut from the existing 28 per cent for automobiles did not happen, Finance Minister Nirmala Sitharaman's move to slash corporate tax rates for domestic companies to 22 per cent from 30 per cent, for new local manufacturing companies to 15 per cent and No Minimum Alternate Tax or MAT for companies not availing incentives under Income Tax Act has brightened up the mood in the auto industry.

Industry honchos said this, along with other amendments, is likely to spur demand for contract manufacturing in the auto industry and increase India's competitiveness versus South Asian countries.

The industry captains and experts said slashing of corporate taxes along with the recent announcement of 100 per cent Foreign Direct Investment (FDI) may provide additional incentives for the companies to get into contract manufacturing rather than setting up manufacturing plant themselves.

Also, the lower income tax rate of 15 per cent, which is on par with some other South Asian countries, for any new domestic incorporated company from October will attract new ventures into the automobile sector, especially in the electric vehicle (EV) mobility, they said.

Hailing the FM's move, Rajan Wadhwa, President at Society of Indian Automobile Manufacturers or SIAM, top trade lobby, the reduction of corporate tax to 15 per cent for new companies making fresh investments



from October 1, 2019, will support investment and also FDI in the auto sector. "This is expected to give a big boost to Make in India for automobile industry," he pointed out.

Expansion of scope of CSR (Corporate Social Responsibility) expenditure to include incubation centres and R&D activities will also help with R&D expenditures in automobile sector, Wadhwa said.

"All these set of fiscal measures are expected to uplift market sentiments and improve demand for automobiles," he pointed out.

Wadhwa emphasised that these are indeed landmark announcements and would certainly help in reviving growth in the economy.

These set of major tax reforms are a clear indicator of the government's commitment to improving business environment to give boost to economic growth.

The Automotive Component Manufacturers Association of India, which contributes 2.5 per cent to India's GDP, said these measures would give a big impetus to domestic manufacturing

was a shot in the arm as it is directly correlated to economic growth.

"It will promote investment, help sustain profitability during challenging times and should also improve buying sentiments, thus helping the auto sector in long term," he pointed out.

Shekar Viswanathan, Vice Chairman and Whole-time Director at Toyota Kirloskar Motor, said the government's move is a welcome structural change and comes as a great respite to corporates.

"This positive move will lead to further investments in the country as well as create more business opportunities, including the 'Make in India' initiative," he said.

As far as automotive sector is concerned, Viswanathan said on a mid to long term basis, the government should consider the merits of moving towards a carbon (fuel efficiency)-based GST taxation policy which will not only lead to huge fossil fuel savings but will also help in lowering emissions.

Suvodeep Rakshit, Senior Economist at Kotak Institutional Equities, said this would increase the retained earnings of the companies and forms the investible surplus for future, moves India to parity with its regional peers thereby removing one of the issues related to manufacturing and exports, maintains macro prudence by continuing to favour investment cycle rather than consumption cycle.

On the flip side it will negatively impact the bond market as the revenue forgone

will be used to pay off the government debt. "The announcement made on the onset of the festive season is expected to infuse positive sentiments in the market. "Reduction in Corporate tax to 22 per cent for existing companies, 15 per cent for new manufacturing companies and relief on account of minimum alternate tax or MAT are steps in the right direction to give manufacturing, investments and economic activity a boost," Deepak Jain, President at ACMA said.

The measures will also put India in the league of competitive economies in the world, he added.

"We do hope government in consultation with the states will consider ensuring a uniform GST rate of 18 per cent on all auto components. Currently 60 per cent of auto components are at 18 per cent, while the rest are at 28 per cent. A lower rate of GST will not only ensure better compliance but also help curb grey operations in the aftermarket," Jain said.

Martin Schwenk, MD, CEO at Mercedes-Benz India said corporate tax reduction

**QUOTES**

"We will bring your issues (components industry) in front of the Finance Minister, Prime Minister, Union PM Narendra Modi is aiming for \$5 trillion economy then all these issues will be tackled and settled... if there is an issue in your sector, why won't we help in resolving it?"

— Arjun Ram Meghwal, Union Minister of State for Heavy Industries and Public Enterprises

"The GST Council is yet to reach a consensus on 50% rate cut (from 28% to 18%) for automobiles, as some of the state finance ministers are against the proposal. I would like the industry to also reach out to individual state finance ministers who are also part of the GST Council."

— Anand Thakur, Minister of State for Finance

"Slowdowns are not a bad thing—they are the nurseries of capitalism. In a free market system, it is established as a core feature of a capitalist economy. The industry should learn to live with the slowdown, and treat it as a normal business activity and international."

— AR Singh, Secretary, Department of Heavy Industry

"The government is looking at the auto sector holistically and they are hopeful that GST revisions will be considered on both automobiles and auto components."

— Deepak Jain, Vice President, ACMA and CMD, Lumarix Industries

# TOWARDS A UNIFORM GST RATE FOR ALL COMPONENTS?

**Auto components industry argues for a uniform GST rate on all components, and for reporting retail sales numbers instead of wholesale**



**The Component sector is an intermediary, a moderate GST rate will not only ensure better compliance but also help curb grey operations in the aftermarket**

**QUOTES**

"We request the GST Council for consideration and rate for all components. Currently, high-value parts like transmission, engine, and fuel manifold attract a higher GST rate of 28%, while others have the lower 18% rate... it can be a uniform 18% for all."

— Ravi Venkateshram, President, ACMA and Director, Amalgamations Component Group

"The transition to BS6 is very abrupt. On March 31, 2020, both manufacturing and sale of BS6 vehicles will stop. This has never happened anywhere in the world."

— Ravi Venkateshram, President, ACMA and Director, Amalgamations Component Group

"Indian auto industry is the backbone of manufacturing. There is a bidding on it, and it needs more steps to be taken for investment demand. For the industry as a whole, lowering of tax rates and simplification of tax procedures will be central to growth."

— Shobha Kamnath, Former President, CI, and Executive Vice-Chairperson, Apollo Hospitals

"The BS6 car is over 90% local component-wise but some key parts and electronics are areas where we still need to import. If anybody can make electronic components, we can help."

— Ravi Venkateshram, President, ACMA and Director, Amalgamations Component Group

On September 8, 2019, at the 50th Automotive Component Manufacturers Association of India (ACMA) Annual Session in New Delhi, where the theme for the year was 'Future of Mobility Empowering Democracy', the Society of Indian Automobile Manufacturers (SIAM) sought government intervention to help the sector in smooth transition to Bharat Stage II emission norms from April next year.

Speaking at the ACMA Annual Session, SIAM President Ravi Venkateshram said that vehicle manufacturers and component suppliers were on track to meet stricter emission norms, but expressed concern over the availability of BS6 fuel across the country. "The transition is very abrupt. On March 31, 2020, both manufacturing and sales of BS6 vehicles will stop. This has never happened anywhere in the world," he said, adding, "It is very difficult to predict sales and plan inventory at the end of March."

Last year, the Supreme Court had said that the BS6 vehicles should be sold across the country with effect from April 1, 2020.

Mr Venkateshram also drew the attention of the government to take a swift decision on GST reduction on vehicles ahead of the festive season. "We have an issue at hand with the festive season, where 15-20% of the sales happen. The revival of sentiment is very important."

Ravi Venkateshram, President, ACMA and Director, Amalgamations Group, also said that the GST Council must think of a standardised rate for all components. He noted that, right now, high-value parts and components like transmission, engine and exhaust manifolds attract a higher GST rate of 28%, while other components like brakes, muffler and headlights have the lower 18% GST rate, and there should be a uniform GST rate of 18% for all products.

On the GST debate, Anand Thakur, Minister of State for Finance, said that the next GST Council meeting will take place on September 20, where the decision on GST rates on automobiles could be taken. However, he added that the GST Council will discuss

unanimously about the entire auto sector.

Deepak Jain, Vice President, ACMA, and Chairman & Managing Director, Lumarix Industries, said that the government is looking at the auto sector holistically and the industry is hopeful that GST revisions will be considered on both automobiles and auto components.

On September 8, at the SIAM Convention, Nitin Gadgil, the Minister of Road Transport and Highways, had assured the auto industry that he will push for reduction rates with the finance minister. "The industry has asked that there should be a relation on GST of petrol and diesel vehicles considering the forthcoming increase in prices of vehicles and the Bharat Stage II norms deadline. Even if GST is reduced for some time, it will help the sector to increase vehicle sales," he had said, adding, "The GST on electric vehicles

has been reduced from 12% to 5%. I will propose to the Finance Ministry to make the same benefit available for hybrid vehicles."

In addition, auto component makers and dealers made a strong case for reporting retail sales numbers instead of wholesale dispatches, stating that the move will help suppliers align their production with the actual demand.

Traditionally, automakers in India report dispatches from factories to dealers and not the retail sales to customers. Many believe it is not the right method to calculate growth given that stocks, especially in the times of a slowdown, remain unrealised at dealerships. Retail dealers and component makers noted that it would have been easier to predict the slowdown well in advance if retail numbers were reported.

Quarter Butechek, CEO of LMD, Tata Motors Ltd, noted at the ACMA Session that in order to build confidence with the customers and the government, "we need one voice on technology." He added that the demand environment is going to remain volatile for some time, and the Indian opportunity is about to collapse due to the low economic activity, leading to a subdued demand initially triggered by a liquidity crisis, and increased auto loan regulations. "We need to take these challenges as opportunities and develop feasible options for us and the industry, because that is the need of the hour," Butechek said. "With the use of analytics and Industry 4.0, we should target higher productivity, efficiency and effectiveness in operations through the entire value chain. We have to be careful to protect our future investments."

Kamlesh Agarwal, MD & CEO, Maruti Suzuki India, noted that local manufacturing of auto parts would not only help Maruti Suzuki, but also support the government's Make in India initiative. "It supports our core business and some key parts in India with quality and reliability. It will not only help Maruti Suzuki, but the entire Indian auto industry," he said. "The best opportunity to work in the future lies in developing in-house research and development (R&D) capability." It is a message to the Indian auto components industry, Mr Agarwal said. "I have a challenge and an invitation to offer to component industry. The Maruti Suzuki is over 90% electronics. The Maruti Suzuki is over 90% electronics. We need to be competing in our message R&D capacity."

— Dr Ravi Venkateshram, President, ACMA and Director, Amalgamations Component Group

Business Standard

**QUOTES**

"We request the GST Council for consideration and rate for all components. Currently, high-value parts like transmission, engine, and fuel manifold attract a higher GST rate of 28%, while others have the lower 18% rate... it can be a uniform 18% for all."

— Ravi Venkateshram, President, ACMA and Director, Amalgamations Component Group

"The transition to BS6 is very abrupt. On March 31, 2020, both manufacturing and sale of BS6 vehicles will stop. This has never happened anywhere in the world."

— Ravi Venkateshram, President, ACMA and Director, Amalgamations Component Group

"Indian auto industry is the backbone of manufacturing. There is a bidding on it, and it needs more steps to be taken for investment demand. For the industry as a whole, lowering of tax rates and simplification of tax procedures will be central to growth."

— Shobha Kamnath, Former President, CI, and Executive Vice-Chairperson, Apollo Hospitals

"The BS6 car is over 90% local component-wise but some key parts and electronics are areas where we still need to import. If anybody can make electronic components, we can help."

— Ravi Venkateshram, President, ACMA and Director, Amalgamations Component Group

# EV INDUSTRY MAY GET A SHOT IN THE ARM WITH LOWER TAXES

**Mumbai: India's fledgling electric vehicle (EV) industry is likely to receive a shot in the arm with the slashing of corporate tax on new manufacturing companies.**

**With most makers of electric vehicles and their components planning their investments for India, they would be encouraged to accelerate their plans for local manufacturing with the announcements made by finance minister Nirmala Sitharaman. The steps are expected to propel domestic production, specifically in producing lithium-ion batteries, charging equipment, electrical and electronic parts. Producers of hybrids and even conventional internal combustion vehicles will also benefit.**

**"With falling rupee, imports have become expensive. Logically, the manufacturing companies will look at increasing localisation of components in India under the newly announced tax regime for new units. This will boost overall manufacturing activities," said Vinnie Mehta, director general of Automotive Component Manufacturers Association of India (Acma).**

**The auto industry, along with its vast auto ancillary supply chain, accounts for 49% of India's manufacturing gross domestic product (GDP).**

**Sitharaman announced that new manufacturing companies set up on or after October 1 will pay income tax at the rate of 15%.**

**The benefit will be available to companies which do not avail any other incentive and commence production on or before March 31, 2023.**

**The effective tax rate for these companies will be 17.01% inclusive of surcharge and cess. Also, such companies will not be required to pay minimum alternate tax.**

**A rush of new manufacturing companies linking**

**EV INDUSTRY MAY GET A SHOT IN THE ARM WITH LOWER TAXES**

**Earlier, the Union government had allotted ₹10,000 crore to accelerate EV adoption in India under the Faster Adoption and Manufacturing of Hybrid and Electric Vehicles in India, or FAME 2, scheme.**

**For now, most of the critical electrical and electronic parts for vehicles made in India continue to be imported.**

**"Maruti Suzuki has about 90% localised content, given that some key electronic components are still imported. But we want to make in India. If anybody can make key electronic components in India with quality and reliability, it will help not only my company but the entire Indian automobile industry," Kenichi Ayukawa, managing director and CEO of Maruti Suzuki India Ltd, said at a gathering of suppliers at Acma's annual session in New Delhi on September 6.**

**"This could help attract investment in a few select sunrise industries around lithium-ion batteries, charging equipment and power electronics. There are quite a few global players who are evaluating manufacturing in India and this decision should help in building a stronger business case," said Rajeev Singh, partner at Deloitte Touche Tohmatsu India LLP.**

**Ashish Modani, vice-president of Icar Ltd, said: "Since the electronic content per car is growing every year, new tax concessions may drive localisation in electronic components for automobiles. But certain parts like airbags, sensors,**

Hindustan Times

# Siam seeks govt help for smooth transition to BS-VI norms

PRESS TRUST OF INDIA  
NEW DELHI, 6 SEPTEMBER

Automotive industry body Siam today sought government intervention to help the sector in a smooth transition to BS-VI emission norms from April next year, saying the prospect of abrupt stoppage of manufacturing and sales of BS-IV vehicles overnight posed a "monumental" challenge.

Speaking at the annual convention of the Automotive Component Manufacturers Association of India (ACMA), Siam president Rajan Wadhwa said vehicle manufacturers and component suppliers were on track to meet stricter emission norms, but expressed

concern over availability of BS-VI fuel across the country.

"The transition is very abrupt on 31 March, both manufacturing and sales (of BS-IV vehicles) stop. This has never ever happened in anywhere in the world," Mr Wadhwa said.

It is extremely difficult to predict sales and plan inventories in such a way to have zero inventory on end of March, he added.

"This itself is giving speculation and confusion in customers and in huge loss for the entire auto fraternity," Mr Wadhwa said.

Turning to minister of state (MoS) for finance Anurag Thakur and MoS heavy industries and public enterprises

Arjun Ram Meghwal, he said: "So sir, we request you to please look at this, and from time to time over the next few weeks we shall interact with you to give us a possible solution to this very big complex thing which is coming."

Last year, the Supreme Court had ruled that no Bharat Stage (BS) IV vehicle shall be sold across the country with effect from 1 April 2020.

Terming the transition as "a very monumental phase of the entire auto industry", the Society of Indian Automobile Manufacturers (Siam) president said: "All eyes are on us. Together we have to ensure that we execute this transition very well."

**Minister heckled:** Minister of state for finance Anurag Thakur was heckled at an ACMA event today after he asked auto industry players why sales had not picked up despite measures taken by the government, RBI intervention and big discounts by manufacturers, to which a participant interjected and said it was because of the "demonetisation effect".

Mr Jasbir Singh of GS Auto Ludhiana interrupted the junior finance minister's address, saying: "This is the delayed effect of demonetisation. People don't have money!"

Mr Thakur, however, kept

The Statesman

## INTERVIEW

# Deepak Jain: 'ACMA will be far more engaged with all stakeholders'

The new **President of Automotive Component Manufacturers Association of India (ACMA)**, who is also Chairman and Managing Director of Lumax Industries, speaks to **Sumantra B Barooah** about his top 3 priorities, how the industry can come out of the downturn, and the growth outlook for FY2020.

**Firstly, congratulations on becoming ACMA president. What is the scenario in the Indian component industry at present?**

The component industry is very much aligned with the OEMs and, obviously, any de-growth in the OEMs directly impacts the component industry. So there is direct co-relation. In the past two days, we have had deliberations where SIAM and ACMA over the reasons for the downturn.

**What, according to you, are top three reasons for the downturn?**

We have to see it a little bit differently. Also, it is not the first downturn and it's not going to be the last either. What is different is that this one has been a prolonged downturn because there has been a lot of structural changes that happened. Because structural changes that have happened in economy as well as in industry, the pain has become more (severe).

First, it was demonetisation, then GST, liquidity crunch and commercial vehicle axle norms. Concurrently, there has been the upgrade from BS IV to BS VI emission norms. And vehicle insurance cost has gone up too. I think fundamentally, we are aligned by the government's agenda for

cleaner, safer vehicles on Indian roads. But so much change has happened that actually a downturn happened. In this scenario, I would say that we need to get back demand on track.

**What are the key steps that the government can take to intervene and facilitate industry revival?**

I think first and foremost before we say what the government should do, let's first look at what industry has done. Industry has gone all out with discounts and giving assurance to the customers.

I am very thankful to the government where they have clarified that even new technologies and current technologies can compete and co-exist in the same ecosystem. There has been a lot of clarity with BS IV vehicles. I think industry needs to now very quickly educate end customers so that the confusion goes away.

There had been downturns in 2008-09 and 2013-14 of a cyclical nature and the government at that time had to intervene. Hence we have been requesting. We have had deliberations with Finance Minister Nirmala Sitharaman, who was very patient and responsive. In two weeks she came out with a plan because she recognises the automobile



Autocar Professional

## 100 days of Modi 2.0

# Article 370 a hit, slowdown a miss

**New Delhi (IANS):** Away from the cacophony of self-praise by the government and the Congress' one-sided attack, how much has the Modi 2.0 actually achieved in the first 100 days in power? There's one thing that even the harshest critics of the government accept, of course off the record, that abrogation of Article 370 is a historic move that can be flaunted as an achievement in its first 100 days as well as for decades to come.

"In the political alleys of India, some kept opposing revocation of Article 370 and Article 35A. If this was so important, why did you not make it permanent in the last 70 years," Modi asked the opposition from the ramparts of the Red Fort on the 73rd Independence Day. The abrogation has done away with the special status that Kashmir enjoyed for decades.

The Article 35A was also anti-women. When a J&K woman married a non-state subject she lost her state subject rights. But it was not the same in the case of men. The men could marry a non-state subject and keep their rights too. It was anti-Dalit too. Despite living in Jammu since 1957, 636 Dalit families were tagged as non-permanent residents. Another political masterstroke was bifurcation of the state into Union Territories - J&K and Ladakh. J&K will have an Assembly, but the Lieutenant Governor will be the final authority. This move has rendered toothless the political class in the Valley, which was opposed to any move to change the status quo.

The Muslim Women (Protection of Rights on Marriage) Bill, 2019 -- commonly known as the Triple Talaq Bill -- was a poll promise of the Bharatiya Janata Party (BJP) and is believed to have helped the party garner minority votes. Despite lacking numbers in the Rajya Sabha, the government ensured its smooth passage, making instant triple talaq a crime punishable by three-year jail. It was a long-standing demand of the Muslim women who were victimised due to this. This too is a major move of the government in its first 100 days to ensure gender justice.

But despite such bold steps and floor management, the "economic mismanagement", as the opposition

terms it, has been a real dampener. The gross domestic product (GDP) growth in the first quarter of financial year 2019-20 slipped to the six-year low of 5 per cent, and it's a matter of concern.

The economic slowdown has been badly felt in the auto sector, which as of last month reportedly saw evaporation of around 2.30 lakh jobs.



So much so that Minister of State for Finance Anurag Thakur was recently heckled at the annual meet of the Automotive Component Manufacturers Association (ACMA) of India. Jasbir Singh of GS Auto, Ludhiana, interrupted Thakur saying, "This is the delayed effect of demonetisation. People don't have money!" Though the government is hopeful of economy "coming back on track", as Union Minister Prakash Javadekar said on Sunday, but the completion of 100 days of Modi 2.0 could have been grander had the economy been bullish. However, the achievements and their magnitude seem to outshine the misses of first 100 days and that's where lies the success of Modi 2.0.

### No development: Rahul

Congress leader Rahul Gandhi on Sunday 'congratulated' it on 100 days of 'no development'.

He alleged that there was a glaring lack of leadership, direction and plans to turnaround the 'ravaged economy'. 'Congratulations to the Modi govt on #100DaysNoVikas, the continued subversion of democracy, a firmer stranglehold on a submissive media to drown out criticism and a glaring lack of leadership, direction & plans where it's needed the most - to turnaround our ravaged economy,' Gandhi said in a tweet.

Congress general secretary Priyanka Gandhi Vadra said the Modi government is mum after 'ruining the economy' and alleged that it is trying to hide the grim situation in the country.

"Through drama, deceit, lies, and propaganda, they are trying to... she said, using the word 'deceit', no develop...

The Hans India

# Note ban blamed for auto sales slump

OUR SPECIAL CORRESPONDENT

**New Delhi:** The spectre of demonetisation came back to haunt the Modi government at an event organised by the auto parts manufacturers here on Friday, with an industry representative bluntly telling junior finance minister Anurag Mathur that the November 2016 cash grab by the government has left people with no money to buy cars.

Addressing the annual convention of the Automotive Component Manufacturers Association of India (Acma), Thakur sought an answer from the industry on the slump in car sales.

Interrupting the minister, Jasbir Singh of GS Auto Ludhiana, who was in the audience, said, "This is the delayed effect of demonetisation. People don't have money!"

The auto industry is suffering one of its worst slowdowns, with a massive 3.5 lakh rendered unemployed since April following car makers

### KEY DEMANDS

- Cut GST rate on passenger vehicles to 18% from 28%
- Uniform GST of 18% on auto components
- Availability of BS-VI fuel
- Abruptly stopping sale of BS-IV models could pose a challenge in sales and stock management

slashing production in the absence of demand.

Seeking to calm down the atmosphere after the interruption by Singh, Thakur said, "If that is the delayed effect (of demonetisation), how do you move ahead from here? How do you go forward?"

Thakur wondered why even after the rate cuts by the RBI have sales not picked up. He wanted to know from the industry whether sales have been affected on account of the BS-VI emission norms and the shift to electric vehicles in the not too distant future or

whether people are taking app cabs. "What are the main reasons... there could be many. Or is it just cyclical?"

### GST rate cut

On the industry's demand for reducing the GST rate to 18 per cent from 28 per cent, Thakur said, "You are aware that any rate cut on GST needs to be first approved by the fitment committee, then by the GST Council. I request all of you to also reach out to the state finance ministers who are part of the GST Council."

The GST Council faces a tricky situation as revenue collections have dipped below the Rs 1-lakh-crore mark in August and there is increasing pressure from the industry to cut the rates as tepid demand has resulted in passenger vehicle sales hitting an 18-year low in August.

The auto component industry, which currently employs 50 lakh people and contributes 2.3 per cent to India's GDP, The Telegraph



# Limited-period GST relief for small cars?

HT Correspondents

■ htmetro@htlive.com

**NEWDELHI:** The clamour for lowering the Goods and Services Tax (GST) rate for the auto industry, following the massive slowdown in the sector, may prompt the GST Council to announce a rate cut for automobile components and sub-four metre cars when it meets on September 20.

However, the tax break will be a short-term stimulus to boost demand, and the GST rate cut may be announced only for a limited period. The current rates may be restored after about six months, two officials familiar with the discussions between the

central and state governments said, requesting anonymity. This is because raising tax rates once it is reduced is a politically difficult call, the officials added.

The Centre is also considering giving some relief to other sectors, especially in the unorganised segment, but a tight fiscal position may not allow it to go for a liberal rate cut across industries, the officials said. It remains to be seen if cement and larger cars will get any tax relief, they added. Discussions are being held on whether to cut both GST rates and the cess on automobiles and auto components. Cars, bikes and mopeds at present attract a peak GST rate of 28% with additional

## THE STOCK MARKET ENDED HIGHER ON FRIDAY, LED BY AGGRESSIVE BUYING IN AUTO STOCKS

cess ranging from 1% to 22%, depending on the length, engine size and type of the vehicle.

Investors hoping for a a reduction in taxes by the government to spur demand in a slow economy, helped the stock market end higher on Friday, led by aggressive buying in auto stocks. The Sensex ended at 36,981.77, up 337.35 points, or 0.92%, while the

50-share index Nifty was at 10,946.20, up 98.30 points, or 0.91%. The BSE Auto index climbed 2.54% higher at closing.

Meanwhile, Maruti Suzuki and Tata Motors have urged auto component suppliers to build capabilities by investing in R&D and ensure zero defect products. Addressing the suppliers at the 59th annual session organized by the Automotive Component Manufacturers Association of India in Delhi, the vehicle manufacturers asked suppliers to pay greater attention to quality, as the auto industry prepares for a transition to new safety measures

Hindustan Times

INSIGHT



Mr Vinnie Mehta, Director General, ACMA

that makes all the engines and transmission parts, is also down by 20-25 per cent. But the number of retrenchment is less here, says Mr Subhash Pradhan, a senior worker at the plant. "If the entire industry is suffering from a slowdown, then no one will be spared. But we are still running all the three shifts," he says.

That's not the case with the small and medium units. With auto majors cutting back on their orders, many of them, such as Rico Casting and Shivam Autotech, have also been forced to cut production and reduce the number of their shifts. Component maker Bellsonica, one of the 350 ancillary units that supplies directly to MSIL, is running only two shifts now. It also laid off nearly 400 non-permanent workers earlier this year.

And given the situation, workers can't even hope for a revision in their wages. "How do we survive with ₹8,000 in Gurugram," asks Ajeet Chauhan, who works at Bellsonica. Irrespective of the scale of operation, though, the hardest hit are the contractual workers. Larger facilities like Manesar Powertrain employ non-permanent workers who are mostly migrants from Odisha, Bihar and Uttarakhand. Hired from ITI colleges and other skill development institutes, most of the retrenched workers have now gone back.

It is not only the large auto makers and ancillary suppliers that have been affected by the slowdown. Small vendors that supply to larger component makers are probably the worst off. Rajsingh Tomar, who heads operations at Krishna Casting, is feeling hopeless. The

small unit, employing about 20 workers who are mostly contractual, has shrunk its operation by 50 per cent since last year. This month, it is planning to lay off eight more workers as sales are falling further.

Similarly, Jains Tools, which supplies small auto parts to ancillary makers, has retrenched half its workforce since January and is running at 60 per cent capacity.

Sanjay Chauhan of Mini Truck Association, Kasan, sits alone in his office outside the MSIL plant. There are hardly any drivers visible as most are either out of work or have gone back to their respective villages.

Chauhan says that their business is down by 75080 per cent as supplies from ancillary units have declined sharply. Kishan Chauhan, who drives a large container truck carrying cars, is considering going back to his village in Bihar's Munger district as his income fell drastically in the past six months.

According to Vinnie Mehta, Director General, Automotive Component Manufacturers Association (ACMA), at least 30,000 may have lost their jobs in the belt alone. While there is no light at the end of the tunnel yet, many hope that a revival may be in the offing.

Kumar from MSIL says that the firm is going to line up an array of schemes for the festive season and expects to see a revival in sales. Mehta, too, says sales could go up during the festive season, especially after the Government's recent moves to inject liquidity into the system.

Courtesy: Business Standard - September, 6, 2019

AUTOGUIDE

Autoguide

# Produce electronics in India, says Maruti

NEW DELHI

The country's largest carmaker Maruti Suzuki India on Friday asked the components makers to start manufacturing vehicle electronics and certain key parts in India in order to cut imports of such articles. The local manufacturing of such parts would not only help Maruti Suzuki India (MSI), but also support the government's Make in India initiative, Maruti Suzuki India managing director and chief executive officer (CEO) Kenichi Ayukawa said while speaking at the ACMA annual convention here.

"I have a challenge and an invitation to offer to you (components industry). The MSI car is over 90 per cent local, component-wise. But some key parts and electronics are areas where we still need to import. But we want to Make-in-India," Ayukawa said.

If anybody can make electronic components and some key parts in India with quality and reliability, it will not only help MSI, but the entire



HELP SOUGHT: Maruti wants auto components makers to start manufacturing in India to cut imports.

Indian automobile industry, he added. Ayukawa said the best opportunity to win in the future lies in developing in-house research and development (R&D) capability.

"If India has to be competitive in the world of tomorrow, my message is - start developing in-house R&D capability... (which) is a very long drawn process and the results come slowly. We have to be patient and stay committed." **Telangana Today**

works" for the auto sector and almost all of them are in the micro and small-scale sector.

## TWO MAJOR PROBLEMS

A representative of the Tamil Nadu Association of Cottage and Micro Enterprises said that the units faced two major problems: one, lack of job orders; and two, delays in payment from the companies they supply to. Given the current situation, job losses are an everyday affair and there does not seem to be any light at the end of the tunnel. "The situation is really bad on the ground.... It's shocking because we are witnessing sales crashing month on month," Vinnie Mehta, director general, Automotive Component Manufacturers Association, told a cable news TV channel. "This has not happened before. This is unprecedented."

According to the Federation of Automobile Dealers Association (FADA), the apex body of automobile retailers across the country, as many as 65 per cent of the dealers who participated in an online survey in July rated the current sentiment of the industry as "bad", up from 56 per cent in June. On the liquidity front, 56 per cent of the

dealers rated the situation as "bad", up from 46 per cent in June.

The problem is much more complex than it appears on the surface and multiple factors contributed to it, according to experts and industry association representatives. The slowdown in demand because of problems across sectors is the first shock for the sector. The second is the Central government's push for electric vehicles (EVs). While auto component industry representatives do not flag this as a serious issue, it evoked strong reactions from automobile manufacturers.

"Things were already bleak when the government announced the EV push," said an industry representative. At least two major companies in Chennai, including the marquee Ashok Leyland, have offered golden handshakes to employees.

## EMPLOYEE ISSUES

Employees of Ashok Leyland, who were initially demanding a higher bonus, were outraged and demanded to know why the company wanted to send employees off when it had made record profits last year. Representat-

## 'All the concessions are for the super rich'

"THEY [labourers] call me at night or whenever they can and tell me about their children; about the fact that they will not be able to afford the schools that they now go to," said A. Soundararajan, a leader of the Communist Party of India (Marxist)'s trade union wing, the Centre of Indian Trade Unions (CITU), Chennai. "Yesterday a contract labourer who was asked to stop coming to work told me that he had moved his boy from a private school to a local corporation school," he said. "He says he will be unable to pay the fees at the private school. What do I tell him?"

Just one industrial hub near Chennai, Sriperumbudur, employs about 50,000 contract labourers in the auto component sector. They are the ones who get affected first, and the last to regain employment if and when things look up. Almost all of them have been laid off, Soundararajan said.

"Like always, all the concessions are for the super rich and the industrialists, including the ones that Finance Minister Nirmala Sitharaman announced on August 23. There is nothing for the labourers," he said. For all those who lost jobs post-demonetisation, there was no government support. The agrarian crisis is severe and there has not been a hike in the minimum support price [MSP] for a very long time. Barring the



A. SOUNDARARAJAN of the CITU.

election-eve announcements, there has been no move to address rural concerns or the problems of labourers.

Soundararajan said the government's hesitation to tap the rich is "wrong" and insisted that the rich should also pay a fair share of taxes. "If you say that the rich will have to pay taxes, where will they go? Where will they run away to? They have it good here. They will remain here. During a downturn, do they tell the labourers that they will take care of them? They don't. Isn't it their responsibility?"

Their lobby is much bigger and way better than any trade union. They can influence the government through a variety of means," he said.

In his view, the government has not grasped the crux of the current crisis, which is loss of jobs. With more and more people losing jobs, demand for products and services will remain weak. "Ancillary industries have been finished off. The warehouses of Apollo Tyres, JK Tyres and MRF are full up in stock. They will be unable to produce more. They are declaring two or three days' holiday a week. The added issue in many parts of India now is the floods in five States. This has killed any remaining demand in the retail market."

R.K. Radhakrishnan

## EXPERT VIEW

We do hope the Centre, in consultation with states, will consider ensuring a uniform GST rate of 18% on all auto components. Currently, 60% of auto components are taxed at 18%, while the rest at 28%. A lower rate of GST will not only ensure better compliance, but also help curb grey operations in the aftermarket.

—Deepak Jain, President, ACMA

Financial Express



**Looking for relief** Nitin Gadkari, Minister of Road Transport and Highways, welcomed by Kenichi Ayukawa, MD & CEO, Maruti Suzuki, Ram Venkataramani, President, ACMA, Uday Kotak, Executive Vice-Chairman and MD, Kotak Mahindra Bank, and Rajan Wadhera, President, SIAM, at the SIAM annual convention in New Delhi on Thursday. KAMAL NARANG

## M&M to defer investment plans

May shut plants again in October if weak demand persists during festival season

**S RONENDRA SINGH**  
New Delhi, September 5

Utility vehicles and tractors maker Mahindra & Mahindra (M&M) on Thursday said the company is cutting down on its investments by around 5 per cent to ₹800-1,000 crore from its overall investment plan of ₹18,000 crore till 2022 due to slowdown in the industry.

Speaking to mediapersons on the sidelines of the 59<sup>th</sup> Annual Convention of SIAM, Pawan Goenka, Managing Director, M&M, said: "At Mahindra & Mahindra, we probably will end up deferring about 10 per cent capex for auto and tractor (together)... it would come to

around ₹800-1,000 crore." In May, the company had announced that it plans to invest ₹18,000 crore over the next three years, including ₹12,000 crore on capex. "There is a concern in the auto industry because if auto sales fall, many others fall. If the industry does not turn back to positive growth for the remaining part of the months of the fiscal year, we may see more layoffs," he said.

He said while M&M has not slowed down on investments on new products, it has deferred investments on other activities such as capacity enhancement and discretionary capex like repair and maintenance.



Pawan Kumar Goenka, MD, Mahindra and Mahindra

"The capacity that we expected to need in two or three years from now is less as compared to the year ago, therefore there will be a slowdown in capacity investment as we would not like to invest... probably for a year," Goenka said, adding that the auto industry is through a chal-

which has already resulted in massive job losses.

### No room for discounts

Asked about expectations from the festival season, Goenka said the company is expecting minimum inventories during the season, but there will be no discounts on offer. "There are no rooms for discounts at this point in time," he said, adding that if demand remains unhealthy during the festival season, the company may take another call of a shutdown in October.

The company underwent a plant shutdown in August to adjust production. "Probably in September, we will produce full capacity; and in October, we may adjust if sales in Navratra don't

The Hindu Business Line

# Continuance of slowdown could lead to more job losses, social consequences: Auto industry

**NEW DELHI:** Seeking urgent stimulus from the government in the form of GST reduction, the auto industry on Thursday cautioned that if the current slowdown in the sector continued, there would be further job losses that could have societal and social consequences.

With the industry slated to move to BS-VI emission norms from April next year, automobile makers fear that price increase amid a slowdown would further compound the problem.

The auto industry, through the Society of Indian Automobile Manufacturers (SIAM), has been asking the government to reduce GST on automobiles to 18 per cent from 28 per cent.

"I think there are societal and social consequences of that. I am sure government will look at that," SIAM President Rajan Wadhra told reporters here.

He was responding to a query on what could happen if the demand for reduction in GST was not met.

"Let's say if for some reason you go down to such an extent that lot of people lost jobs, that is going to create a lot of turmoil," Wadhra said.

Expressing similar sentiments, Mahindra & Mahindra Managing Director Pawan Goenka said, "My worry is that if the industry does not turn back on a positive sort of growth for the remaining part of the months of fiscal year, you may see more layoffs."

According to SIAM, vehicle manufacturers have laid off around 15,000 temporary workers, while dealers have losses with nearly 300 dealerships closing in the past three-four months.

Components makers body ACMA had also said that around 1 million jobs could be on the line if the current slowdown persisted.

Goenka further said, "My belief is that the employment levels that we have today amongst OEMs (original equip-



**Kenichi Ayukawa, Vice President, SIAM & Managing Director & CEO, Maruti Suzuki India Ltd; Rajan Wadhra, President SIAM & President Mahindra & Mahindra Ltd; Dr A R Sihag, Secretary Department of Heavy Industry, Ministry of Heavy Industries & Public Enterprises; Vishnu Mathur, Director General at SIAM during the 59th Annual Convention of Society of Indian Automobile**

ment manufacturers) and suppliers is probably more than what the current level of production will justify."

Justifying the demand for a GST cut, Wadhra said vehi-

cle prices would go up when BS-VI norms are implemented, and government stands to gain from that.

"We are asking them (government) if they could reduce

when the industry is in a slowdown mode can become even a bigger disruption," Goenka said. "When the industry is in a growth mode it can probably absorb disruption, but in a slowdown mode it is even more difficult," he added.

Highlighting other concerns of the auto industry, Wadhra said BS-VI fuel has to be made available across the country from February 1, 2020 so that industry can manage inventory of BS-IV vehicles and start production of BS-VI models and start selling them.

"With BS-VI, auto industry expects it is no longer classified as a polluter and restrictions on vehicles using specific fuels will be removed. Wherever these restrictions are imposed by courts, the government should represent in courts to remove these restrictions," he said.

He further said, "We ask for

requirements of customers and investing adequately in enabling their salesforce through training and career growth opportunities.

• More than 60 percent of the labour employed in vehicle servicing is usually self-employed or working in a roadside garage. With the electrification of vehicles, the unorganised service sector will be impacted the most.

• Drivers account for almost 50 percent of employment in the automobile sector. In India, the demand for drivers will continue to be higher than the supply, owing to India being the second-most populous country in the world complemented by a fast-growing economy.

**In an interview with Autocar Professional two years ago, you had said: 'ASDC's goal is to fill the skill gap and to make employable people. What is the success rate since then?'**

If we look at just plain numbers then, in the last two years, ASDC has certified almost 350,000 people in various job categories starting from the manufacturing process and after-sales and so on.

However, when we look at the employment data, we find that either we don't have the employment data or even if we do, very few of the people who have got certified have got employed. This was an extremely rude shock for ASDC. When we started getting in touch with the industry in terms of why the industry has not been employing the people who have been certified by ASDC, which is an industry body created by the industry, we found that there was a huge gap in what the industry expected out of the certification and what ASDC was doing.

What ASDC was doing was that it was concentrating on government-funded



schemes and certifying candidates as required by the government within the framework. We were never expected to provide jobs but we were expected to make people employable. So, unless that was fulfilled, unless people were getting employed, obviously something was missing.

When we started engaging with each member of the industry to find out the gap, we found that Maruti Suzuki India was doing a lot of training by itself, but was not looking at candidates who were certified by ASDC. So we engaged with Maruti, in fact, with very senior members of the company to become a part of the senior committee at ASDC so we would get direct feedback in terms of Maruti's expectations.

Similarly, we engaged with Tata Motors for commercial vehicles and with Hero MotoCorp for two-wheelers. We identified these as industrial leaders with a sizeable market share and we knew that unless we took their inputs, we would not be doing the right thing. The major thing that came out of this interaction was that somewhere our assessment process was

Promoted by the automobile industry through SIAM, ACMA, FADA and the government of India's National Skill Development Corporation, ASDC is actively engaged in skilling and re-skilling at OEMs, suppliers and also engages in recruitment drives.

**'We are investing in a listing platform for employers, employees, trainers and trainees where the entire data would be transparently shared with all stakeholders and with people who are looking for skilling and those who are already skilled.'**

either not transparent or was not the way the industry had expected it would work. It was then that we realised that we needed to have an assessment agency to be free from any kind of bias and that agency would certify on behalf of ASDC, saying that this particular person is skilled for the job profile in which we are certifying.

We saw that the best people who could do it for us was TCS Ion. TCS Ion was doing all the assessments for IITs, IIMs and even for UPSCs. All the IAS officers, IPS officers are undergoing assessment that is undertaken by TCS Ion. TCS Ion is a subsidiary of TCS not just nationally, but internationally as well. TCS has, in fact, designed an absolutely seamless digital assessment process that is free of any human intervention and in the last few months they have conducted some 800 pilot assessments, the results of which ASDC has shared with all its industry partners and also its training partners and assessment partners. We know the gaps in assessment and we know the

## SKILLING

would only be looking at people certified through this digital process.

In May 2019, we conducted a Partnership Summit with both our training partners and our assessment partners. It was the first time that the assessing partners and the training partners were involved in a discussion like this. We even gave them an opportunity to share their concerns, which were noted and most of them have already been acted upon. They are now sensitised to the new environment in which we would want to work in and now our aim is to make the credibility of the ASDC certification almost like a gold standard.

**Are you making some investments in infrastructure upgradation and also learning tools for the students?**

ASDC is not expected to make any investments by itself in terms of infrastructure. But we are investing in some of the initiatives. We are also investing in making a listing platform for employers, employees, trainers and trainees where the entire data would be transparently shared with industry partners, with training partners, with assessing partners and with people who are looking for skilling and with people who are already skilled.

For instance, if the company is Ashok Leyland and has tied up with 300 machiners, it will put the details of the locations where it needs the machiners on the platform. Thus, the partners would constantly be able to see the locations where the machiners are required and training partners within that geography will then train the machinists only in those locations. In this

Autocar Professional

## Slowdowns are the nurseries of capitalism, says Sihag

SHALLY SETH MOHILE  
New Delhi, 6 September

Slowdowns are the nurseries of capitalism, said Asha Ram Sihag, secretary, Ministry of Heavy Industry and Public Enterprises, at the 59th Annual Convention of Auto Component Manufacturer Association (ACMA) on Friday, adding it was difficult to predict or get a handle on it.

Sihag rapped the captains of the automobile industry for not being pro-active or paying enough attention to inventory building up in factories.

"The first sign of a slowdown comes from the inventory data. That is one of the most advanced indicators," he said, adding that he was happy to see the industry reflecting

on it now. "This will be a good thing for the future," he said.

Sihag was alluding to the remarks of Pawan Goenka, managing director, Mahindra & Mahindra, who said that the Society of Indian Automobile Manufacturers would try building a consensus on retail reporting of sales data as against the current practice of wholesale (dispatches to dealers) data reporting.

"I agree that reporting retail data is the right thing to do. I have requested the executive committee of the industry body to see if we can build a consensus on it. The retail reporting will certainly bring more discipline," said Goenka.

Business Standard

## POLICY MEASURES ANNOUNCED TO REVIVE AUTO SALES



The country's automotive industry was in dire need of a policy boost from the government towards overcoming the prevailing slump in demand so that they can walk back the growth path. The government has swung into action, acknowledging the deep sales slowdown in the industry and has come up with a slew of measures that are expected to revive demand.

Union Finance Minister Nirmala Sitharaman has announced that the proposed hike in registration of vehicles has been postponed till June 2020, which must have come as a big relief for the industry, especially manufacturers of vehicles with IC engines. In this context, it can be recalled that the Ministry of Road Transport and Highways (MoRTH) had earlier issued a draft notification proposing to hike registration charges for new internal combustion engine (ICE) cars to ₹ 5,000 from the current ₹ 600, besides proposing renewal of registration of ICE cars at ₹ 15,000.

The government also assured that ICE vehicles, along with electric vehicles, would continue to be registered, thus, mitigating fears among many manufacturers that vehicles running on fossil fuels would be taken-off the road in favour of electric vehicles. There is also a fair deal of confusion over use of BS IV vehicles in future and the government has come clear on the same, stating that BS IV vehicles purchased up to March 2020 will remain operational for the entire registration period.

The government has also decided

to lift the ban on purchase of new vehicles by government departments. This is expected to trigger demand. Further, the government's call to release all pending GST refunds within 30 days will serve as a big boost to auto dealers, who have been reeling from the current slowdown.

Minister Sitharaman also announced that any type of vehicle purchased between now and March 31, 2020, would be eligible for 15% depreciation over and above the existing 15%, thus amounting to 30% total depreciation. The government also urged banks to make auto loans cheaper and raise credit availability to non-banking finance companies.

As on expected lines, the healing measures have been hailed by the auto industry. Rajan Wadhera, President, Society of Indian Automobile Manufacturers (SIAM) said the government has addressed the concerns of affordability and availability of retail finance as well as finance for dealers. Ram Venkataramani, President, Automotive Component Manufacturers Association of India (ACMA) believes the government's latest announcements will improve liquidity and added that the deferring of enhanced vehicle registration cost will revive the ailing sales in the auto sector. The enhanced depreciation of 30% until March 2020 will motivate institutional sales of vehicles, while the lifting of the ban on purchase of new vehicles by the government will also help reduce the current pile-up of inventory, added Venkataramani.

# Manesar in deep gloom, but hopes for revival

**ANAB DITTA**  
Manesar/Gurugram, 5 September

About 2 kms from the Industrial Model Township (IMT) at Manesar on National Highway 48, a group of workers, labour union leaders and activists have gathered to protest against the retrenchment of contractual workers in the auto firms in the Manesar-Gurugram belt. It is 4 pm and their agitation picks up as a new group of leaders from CITU joins in, their voices rising alongside the bare of continuous announcements from the loudspeaker.

Sabir Singh, general secretary of CITU's Haryana unit, sounds sombre when he speaks to this correspondent after delivering his speech. Singh has been attending similar gatherings in Haryana's industrial belt for the past few months. The region is India's largest auto hub and the slowdown in the sector has hit it hard.

As car sales plummeted by over 20 per cent year-on-year, production cuts by auto majors Maruti Suzuki (MSL), Honda Motorcycle & Scooters (HMS) and Hero MotoCorp have led to thousands of contractual workers being laid off. CITU estimates that the contracts of at least 40,000 such workers have not been renewed in the last few months.

Other labour activists say the number is higher — as much as 50,000 — which includes job losses in over a dozen factories that have shut shop in the past one year. As demand for cars dwindled, some 15-16 ancillary plants, including Omix's plant at IMT Manesar and in Dharuhera, the Automax plant at Binao and Speedmax plant in Sikhravali, have suspended operations and retrenched thousands of non-permanent workers.



**MOTOWN CRISIS**

The region houses as many as seven major auto plants. While MSL has three, Hero MotoCorp, the country's largest two-wheeler maker, has two, Suzuki Motorcycle India and HMS have one each. And about 1,500 small and medium units are dependent on these auto majors. They, along with the large plants, used to employ over 200,000 contractual workers when times were good.

MSL, the country's largest automaker with close to 50 per cent share in the passenger vehicle market, has been among the worst hit by the slowdown. According to Rajesh Kumar, president of the labour union at MSL's Gurugram plant which makes hot-selling Swift and Alto cars, it has reduced production by 30-35 per cent.

"Production cut was inevitable due to poor demand. The slowdown is real. While no permanent workers have been sacked, thousands of casual workers, interns and contractual workers have been laid off," says Kumar.

Of the three MSL plants in the area, it is the Gurugram plant that has been affected the most. Kumar says that whereas earlier, some 10,000 non-permanent workers were employed in these three units, the number has come down to about 6,000.

Production at Manesar Powertrain, an MSL plant that makes all the engines and transmission parts, is also down by 20-25 per cent. But the number of retrenchment is less here, says Subhash Pradhan, a senior worker at the plant. "If the entire industry is suffering from a slowdown, then no one will be spared. But we are still running all the three shifts," he says.

That's not the case with the small

## BATTERED

### CURRENT SITUATION

40,000 of 200,000 contractual workers lost jobs since April  
350 Maruti Suzuki vendors cut production by at least 25%  
30-35% production cut by Maruti; non-permanent worker strength reduced by 40%

1,500 ancillary makers and small vendors forced to reduce number of shifts at least by one  
3 units of Honda Motorcycle and Hero MotoCorp cut production  
15-16 ancillary units closed down in a year, leaving 10,000 jobs

and medium units. With auto majors cutting back on their orders, many of them, such as Rico Casting and Shivam Autotech, have also been forced to cut production and reduce the number of their shifts. Component maker Bellsonica, one of the 350 ancillary units that supplies directly to MSL, is running only two shifts now. It also laid off nearly 400 non-permanent workers earlier this year.

And given the situation, workers can't even hope for a revision in their wages. "How do we survive with 18,000 in Gurugram," asks Ajeet Chauhan, who works at Bellsonica. Irrespective of the scale of operation, though, the hardest hit are the contractual workers. Larger facilities like Manesar Powertrain employs non-permanent workers who are mostly migrants from Odisha, Bihar, and Uttarakhnad. Hired from ITI colleges and other skill development institutes, most of the retrenched



Workers outside Maruti Suzuki's plant at Manesar  
PHOTO: REUTERS

### SNAPSHOT OF THE MANESAR-GURUGRAM AUTO BELT

1.6 million units or 35% of India's passenger cars made yearly in this belt  
6 mm 2-wheeler, forming 25% of 2-wheeler market,  
7 large-scale plants include 3 from Maruti, 2 from Hero MotoCorp, and 1 each from Honda and Suzuki  
70% of estimated 50,000 permanent workers are from Haryana; 30% of 200,000 contractual workers are from Bihar, Odisha, UP, Uttarakhand

workers have now gone back. It is not only the large auto makers and ancillary suppliers that have been affected by the slowdown. Small vendors that supply to larger component makers are probably the worst off. Raj Singh Tomar, who heads operations at Krishna Casting is feeling hopeless. The small unit, employing about 20 workers who are mostly contractual, has shrunk its operation by 50 per cent since last year. This month, it is planning to lay off eight more workers as sales are falling further.

Similarly, Jaina Tools, which supplies small auto parts to ancillary makers, has retrenched half its workforce since January and is running at 60 per cent capacity. Sanjay Chauhan of Mini Truck Association, Kasan, sits alone in his office outside the assembly yard. He is either out of work or back to their resp

Chauhan says that their business is down by 75-80 per cent as supplies from ancillary units have declined sharply. Kishan Chauhan, who drives a large container truck carrying cars, is considering going back to his village in Bihar's Munger district as his income fell drastically in the past six months.

According to Vinnie Mehta, director general, Automotive Component Manufacturers Association (ACMA), at least 30,000 may have lost their jobs in the belt alone. While there's no light at the end of the tunnel yet, many hope that a revival may be in the offing.

Kumar from MSL says that the firm is going to line up an array of schemes for the festive season and expects to see a revival in sales. Mehta, too, says sales could go up during the festive season, especially

**Business Standard**

## COVER STORY



Reduction in employee count is becoming inevitable as margins shrink and inventory levels pile up.

for relevant technologies to co-exist in a journey towards sustainable mobility." Wadhwa called for a long-term roadmap for all futuristic technologies to instil confidence.

### Supply Scenario

To counter slowdown, tier suppliers have had to curtail production and retrench contractual workers. Working with their OE clients to develop new technologies to meet new regulations and changing market requirements, they have made significant investments. With ROI not in sight, they could soon become a liability.

Sundaram-Clayton Limited (SCL), a TVS Group Company, recently announced that its Padi (which manufactures aluminium die-cast products) observed August 16 and 17, 2019, as non-

working days due to business slowdown across sectors. On the condition of not revealing his name, a tier supplier of truck chassis at Pune said that he halted production at his plant due to the lack of demand. If the situation persists for long, he is contemplating exiting the business altogether. Many suppliers have come to share the same sentiment.

A few exceptions include suppliers like Setco, which recently announced that it has performed better despite the challenging environment. With a considerable global exposure, with operations in the UK, the company has reported sales of Rs.128 crore in the first quarter of FY2019-20, marginally down by (-) seven per cent year-on-year. Others are not so lucky. Valeo and Sbrox, in comparison, have had to

some 1,700 temporary workers to tide over the slowdown. Wheels India is also said to have cut its temporary workforce by as much as 800. Responding to a query, a senior Automotive Component Manufacturers Association of India (ACMA) official informed that job losses due to the slowdown are happening in automotive hubs like the NCR region, Pune, Jamshedpur and Pithampur. They are happening in regions like Chennai, Coimbatore and Rajkot as well, informed a source. In a bid to align their production and tide over cost pressures, suppliers are hoping that the Government intervenes; rationalises the GST rates first and foremost. Unfortunately that does not seem to happen. No GST revisions were announced until the time of going to press. Like sin goods, auto components are

## VEHICLE SCRAPPAGE

- 23 percent is in the drivetrain, consisting of cast iron for the engine block and machinable carbon steel for the wear resistant gears.
- 12 percent is in the suspension, using rolled high-strength steel strip.
- The remainder is found in the wheels, tyres, fuel tank, steering and braking systems.

This 900kg is typically for a new generation vehicle, which used modern high-tensile steels and advanced high-strength steels which make up as much as 60 percent of today's vehicles body structures making lighter, optimised vehicle designs that enhance safety and improve fuel efficiency.

### Why vehicle scrappage?

According to the International Energy Agency the global transportation industry is a significant contributor to greenhouse gas emissions and accounts for about 24 percent of all man-made CO<sub>2</sub> emissions. Regulators are addressing this challenge by setting progressive limits on automotive emissions, fuel economy standards or a combination of both.

Another way is vehicle scrappage, which gets rid of old, polluting vehicles on road. Adopted by a number of developed markets, a vehicle scrappage policy is usually mandated by a government to accelerate the replacement of old, polluting vehicles by new vehicles. Such a policy also enables dual gains – stimulating the domestic automobile and automotive industry and importantly, removing inefficient, polluting vehicles from the road, paving the way for greener motoring and cleaner air.

The Indian automobile industry, which is currently weathering one of the worst downturns in its history, has been urging the

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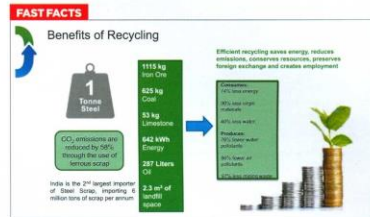
government to introduce a vehicle scrappage policy since several months now. Typically, a scrappage policy will also incentivise owners of old vehicles to dispose them off in a proper manner. This is what the Mahindra Group is looking to address, with Accelo.

"Our journey started two-and-a-half years ago, when Mahindra as a Group decided to do something towards sustainability. It was in all the strategy of boardroom meetings that the idea of vehicle scrappage came up, where no one else was doing anything in India. Recycling is an area where globally every auto company or their people are engaged in. So why should India not have it?", queries Sumit Issar, managing director, Mahindra Accelo.

In December 2018, Mahindra Accelo and MSTC (a government of India enterprise under Ministry of Steel) formed a joint venture christened 'Zero', India's first authorised recycler for motor vehicles. The partners set up a recycling facility in Meida, which collects, depollutes and dismantles end-of-life vehicles. The automated plant has the capacity to recycle old trucks, buses, cars, two- and three-wheelers and consumer durables.

### Betting big on sustainability

One of the most vocal supporters of vehicle scrappage has been the Indian auto industry itself. In fact, on March 17, 2019, apex industry body SIAM, in association with the Ministry of Environment, Forest and Climate Change (MoEF and CC), government of India, and ACMA, organised a conference in New Delhi to discuss and debate sustainable material management and environmentally safe disposals. All the



Sumit Issar, MD, Mahindra Accelo: "We undertake the recycling and recycle whatever parts we can and then give the money and certificate of destruction to vehicle owners, which is very important."

industry stakeholders present there were of the consensus that with the country facing a severe air pollution challenge and the automotive industry being handed the task to move towards sustainable mobility solutions as a countermeasure, discarding old and polluting cars, two-wheelers and commercial vehicles remains an onerous task in the absence of any concrete law or policy in place for end-of-

VVMP (voluntary vehicle fleet modernisation programme) in the form of a draft policy. However, there has been no specific formulation of proper regulations as to how these decade-and-a-half-old vehicles will be scrapped. As per government estimates, over 28 million ELVs (older than March 31, 2005) across categories will be ready to be discarded by April 2020. This would translate into a massive opportunity for players in the organised scrappage and recycling industry.

"We are not saying that we are waiting for the policy. We are looking at how this can be a sustainable business model, without support and how we can create awareness in the ecosystem for the people around who are ready to understand that the option is available and encourage them to give their vehicles," says Issar.

According to data compiled by Mahindra Accelo, India is the second largest importer of steel scrap, importing 6 million tonnes of scrap per annum. On the other hand, recycling a tonne of steel means not only saving on imports but also cutting down sizeably on

# Thakur to automakers: Take up GST cut demand with state FMs

ENSE ECONOMIC BUREAU  
NEW DELHI, SEPTEMBER 6

MINISTER OF State (MoS) for Finance Anurag Thakur Friday asked automobile sector players to take up their demand for reduction in GST rate on cars with state finance ministers as well, who are part of the GST Council that takes a decision on such rate reductions. He assured the sector of all possible support from the central government. The Centre has already indicated that it will take up the proposal of Goods and Services Tax (GST) rate cut on automobiles to the GST Council, which is meeting later this month in Goa.

Automobile and component manufacturers are seeking GST cut on automobiles to 18 per cent from 28 per cent to help the sector come out of a prolonged slump that has resulted in job losses.

"You are aware that any rate cut on GST needs to be approved first by the fitment committee, then by the GST Council. I request all of you to also reach out to the state finance ministers who are part of the GST Council," Thakur said, speaking here at the annual convention of the Automotive Component Manufacturers Association (ACMA).

He said the Finance Ministry has received multiple representations from car manufacturers, dealers and many of the stakeholders regarding the GST rate cut.

"Various OEMs (original equipment manufacturers) are based out of various parts of the country. The issue is whether they (the manufacturers) are taking these issues with their finance ministers or not," Thakur said, as

## Participant counters minister, says note ban caused slowdown

New Delhi: MoS for Finance Anurag Thakur was heckled at an ACMA event on Friday after he asked auto industry players why sales had not picked up despite measures taken by government, RBI intervention and big discounts by manufacturers, to which a participant interjected and said it was because of the "demonetisation effect".

Thakur was seeking inputs from industry players on the reasons behind the slowdown, despite government's efforts

per a PFI report.

He said state finance ministers should be equally aware of the challenges faced by the OEMs or the automobile manufacturers.

"Our humble request is to apprise them also so that whenever this issue is discussed in the GST Council meeting, everyone should have their view point," he added.

Finance Minister Nirmala Sitharaman has already suggested in the last meeting that the Centre was open to take it to the GST Council for deliberation, and most of the decisions were unanimous in the previous GST Council meeting, Thakur said.

With sales of automobile products across segments in the slow lane for the past 10 straight months now, almost all manufacturers of passenger vehicles and two-wheelers have been res

to support the ailing sector, at the ACMA annual summit here. Jasbir Singh of GS Auto Ludhiana interrupted the junior finance minister's address, saying "This is the delayed effect of demonetisation. People don't have money!"

Thakur, however, kept his composure and repeatedly said "Thank you". Seeking to calm down the atmosphere after the interruption, he added, "If that is the delayed effect, how do you move ahead from here? How do you go forward?" PFI

six-seven months to clear unsold inventory. Thakur said the government will consider various measures including the scrappage policy to push growth in the sector.

Automotive industry body Society of Indian Automobile Manufacturers (SIAM) on Friday sought government intervention to help the sector in smooth transition to BS-VI emission norms from April next year.

Speaking at the ACMA convention, SIAM president Rajan Wadhwa said vehicle manufacturers and component suppliers were on track to meet stricter emission norms, but expressed concern over availability of BS-VI fuel across the country. "The transition is very abrupt on March 31, both manufacturing and sales (of BS-IV vehicles) stop. This has

The Indian Express

## SIAM CONVENTION 2019

**Embracing the new era**  
The complex, diverse and dynamic auto market of India has always demanded value for money products and the industry has been meeting those demands through focused product development, incorporating customer feedback and by adding the right features. However, in doing so, the members of ACMA who are automotive component manufacturers have been facing some serious challenges, including high cost of capital, non-availability of skilled labour and rising operational costs.

At the inaugural session, speakers including Rajan Wadhwa, president, SIAM and president (Automotive sector), Mahindra & Mahindra; Ram Venkataramani, outgoing president, ACMA and director Amalgamations Component Group; Uday Kotak, president-designate, CII and managing director and CEO, Kotak Mahindra Bank, Kenichi Ayukawa, vice-president, SIAM and managing director and CEO, Maruti Suzuki India along with Nitin Gadkari, Minister of Road Transport, spoke about how the government could provide a clear and stable policy framework for easier adoption of the newer technologies.

Globally, there is a need for a major policy intervention to drive towards an emission-free economy and achieve the climate goal targets of 2030 and 2050. India, on the other hand, needs to urgently ensure energy security as it imports nearly 80 percent of oil for meeting the mobility demands and for moving towards zero emissions.

Considering the fact that by 2030, the consumption of petroleum would double in India, thus making it the third largest consumer of crude oil in the world, the panellists observed

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### SIAM PRESIDENT-SPEAK

*In a media briefing, SIAM president Rajan Wadhwa spoke on a range of issues impacting industry. Some excerpts.*

**How do you view the assurances given by Mr Gadkari?**  
There are three important things that he spoke on. First, he said that the reduction of the GST rate is something that he will put in a word with the Finance Minister. We have already been talking about it with the state ministers; our dealers as well as suppliers have met with the state ministers. Most of these suppliers were from Tamil Nadu, Karnataka, Maharashtra, Haryana, where the Tier 1 and 2s are losing jobs because of slow demand, therefore less production and hence layoffs. We heard that they have requested the ministers to support the Central government's initiatives if they have to get the ecosystem to survive. So, we understand that the chief ministers are considering reduction in GST rates, in states where there is no manufacturing and hence no job loss, they might not support it.

Job loss has more of a multiplier effect. For every one person we reduce, the suppliers have to reduce around 15-20 depending on how much backward integration goes on there. At the front end with the dealers, the ratio is almost 8-10. Obviously, it has much more effect on the vendors and this is at a time when BS IV has to go down, BS VI has to take off, so managing

that an electric vehicle ecosystem, Industry 4.0, smart manufacturing and Advanced Driver Assistance Systems (ADAS) technology and Internet of Things (IoT) are the ways of tomorrow's automobile industry.



inventory, managing production, managing loss of employment are all the complexities that have ganged up together. We always have light at the end of the tunnel but are just wondering how long is this tunnel. There is some fiscal stimulus that is needed to shorten the tunnel.

The scrapping policy was the second thing Mr Gadkari talked about and we are talking with the government to give us a clear picture on it at the earliest. The third stimulus is the Rs 5 lakh crore investment in roads on 68 critical projects. In three months' time, they are going to announce and award the projects. So all that money will come in, people will buy heavy commercial vehicles, tippers, construction equipments and overall it will generate positive sentiment. So, these are the three big-ticket items which he said would boost demand.

**How will industry manage inventory in the run up to BS VI?**  
It is a matter of risk-taking capacity, which differs for individual companies. Some

might opt for high risk while some may not. So to that extent, having very high inventories and then going for a distress sale may not be the right thing for some companies but some may just take the call. I believe business is done with a lot of prudence. We will watch what will happen till the end of October and after that we still have sufficient time to correct our inventories so that we don't go for a distress sale.

The economic performance measure is coming from the commercial vehicle sales, which is 60 percent down wholesale, and the retail is also substantially lower. That should tell you that it is not an inventory correction that is happening, in some segments, I agree that it must be inventory correction but very largely in the commercial vehicle segment, which is a mirror of the economy, and the economy itself is slowing down and it is a genuine loss of sales.

**What are your expectations from the GST Council?**  
I think every initiative counts

### Is India ready for Real Driving Emissions?

Some important aspects that came to fore at the forum is that the driving, road and ambient and boundary conditions in

countries globally. The Indian RDE (Real Driving Emissions) is based on EU RDE third package and the test cycle is based on BS VI. It has also been observed that India is not going to

## ASSOCIATION NEWS

### Deepak Jain is new President of ACMA, Sunjay Kapur V-P

**T**HE Automotive Component Manufacturers Association of India (ACMA) on September 6 announced the appointment of Mr Deepak Jain, Chairman & Managing Director, Lumax Industries, as its President and Mr Sunjay Kapur, Chairman, Sona Comstar, as the



Mr Sunjay Kapur, Chairman, Sona Comstar



Mr Deepak Jain, Chairman & Managing Director, Lumax Industries

Vice-President for the term 2019-21.

ACMA Director General, Mr Vinnie Mehta, made the announcement at the 59th ACMA Annual Session of the industry body.

Accepting the new responsibility, Mr Jain, said, "It is a matter of privilege to be appointed as the President of ACMA, the apex body of the Indian auto

component industry. The industry is going through one of the most difficult times ever. Notwithstanding the regulations-led-technological changes and business cyclicality, the industry needs to prepare itself for the future. We have therefore created a new pillar at ACMA to focus

exclusively on xEVs & Future Mobility. It is indeed an imperative for ACMA to drive change through the entire auto component manufacturing chain and help its members stay relevant to their customers. I am confident that we will well scale the challenges confronting us with the support of the Government and all our stake holders."

BS-IV to BS-VI. The component industry, he said, has invested heavily in BS-VI technologies as also in capacity creation and this has led to increased fixed costs and higher break even points. A small drop in revenue now leads to an exaggerated drop in bottom line.

In addition there is a concern on BS-IV inventories through the supply chain especially with Tier-2s and Tier-3s who constitute 70 per cent of ACMA's 800-plus membership. "We request that through close coordination, these inventories, with regular payments at stable prices will help us through these difficult times. In today's tough conditions, illiquidity can lead to insolvency and this could jeopardise the entire supply chain",

said Mr Venkataramani.

He requested that the local supply chain be encouraged to localise especially in areas where local capability exists and can be enhanced.

Mr Deepak Jain, Vice-President, ACMA, and CMD of Lumax Industries, said the Government was looking at the auto sector holistically and the industry was hopeful that GST revisions will be considered on both automobiles and auto components.

Speaking at the ACMA session whose theme this year was 'Future of Mobility: Embracing the Discontinuity', the Society of Indian Automobile Manufacturers sought the Government intervention to help the sector



Mr Ashok Taneja, Past President, ACMA, giving his views at the special knowledge session

AUTOGUIDE

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# We must focus on China for ideas as well as markets

SUNDEEP KHANNA



is a former executive editor of Mint

Twenty years into what has been called the Asian Century, it is quite clear where global trade is headed. Yet, Indian companies remain focused on the West. A recent discussion paper, *The Future Of Asia: Asian Flows And Networks, Are Defining The Next Phase Of Globalization* published by McKinsey & Co., states that Asia is increasingly the centre of the world economy and, by 2040, could account for more than half of global gross domestic product (GDP) and about 40% of global consumption.

This shift comes on the back of increasing integration and regionalization in Asia, with 60% of the goods traded by Asian economies being within the region. We are seeing what Parag Mehta, managing partner of FutureMap, in his latest book, *The Future Is Asian*, calls "Asianizing". As he explains in an interview, "If you want to be a successful global company, you cannot make the statement, 'I am a successful global company', unless you are a big deal in Asia." *India.co/21st/OEJ*

Sadly, India continues to be among a handful of nations such as Bangladesh, Pakistan and Uzbekistan that have historically had low integration with the rest of the region. Even the best Indian companies have made little effort to seriously explore Asian markets, especially China and Japan. India's biggest export sectors, such as auto components, textiles and IT services, are concentrated in the US and Europe. According to data from the Automotive Component Manufacturers Association of India (ACMA), in 2018-19, Europe accounted for 33% of India's exports of components, followed by North America. Nor has India's most export-oriented industry—IT services—been able to crack the Asian puzzle. The US is its top destination, with the UK next.

This kind of concentration is fraught with risk. In the past, once-promising export sectors such as garments saw growth disappear once their primary markets, the US and Europe, imposed higher tariffs. What's more, both these markets are going through an upheaval and uncertainty surrounds business prospects. In Europe, Brexit looms. In the US, despite protestations of bonhomie between the world's two big democracies, the Donald Trump administration's tweaks of the H-1B visa programme suggest difficult

days ahead for Indian IT firms at a time when they also face competitive headwinds.

According to the World Trade Organization's *World Trade Statistical Review 2018*, while India's share in information and communication technology services exports globally fell from 47% in 2008 to 42% in 2017,

## The excessive dependence of our big export industries on markets in the West is fraught with risk

Ireland logged the best export performance among top traders in 2017 (up 20%), mostly as a result of rising exports of computer services, which now account for almost half its service exports.

With decades of experience in global markets, back-end systems and processes configured to meet the most exacting standards, Indian IT companies need to be at the forefront of any concerted push into Asia, which, with Japan and China, is now home to the second and third largest IT services markets in the world. Admittedly, access to both markets has been difficult, partly because of language and culture issues, but also because of significant non-tariff barriers.

China's exports to India account for nearly 80% of the two-way trade between the countries, while in case of Japan, the figure is 60%, though that is partially offset by massive Japanese investment in India.

For various reasons, India hasn't been able to exercise much influence on Chinese imports. Thus, India imports 90% of its bulk drugs from China, though it accounts for just 20% of the volume of global generic drug exports.

While Indian telecom firms seem keen to use the beleaguered Chinese company Huawei's hardware, they have no access to China's vast mobile telecom market, worth nearly \$200 billion this year with some 1.5 billion subscribers.

There is another reason why Indian companies need to look at China. Chinese companies are evolving new marketing models that Indian companies could gain from. In a recent *Harvard Business Review* article (*doi.org/10.1016/j.hbr.2017.09.001*), Kimberly A. Whitler, an assistant professor of marketing at the University of Virginia's Darden School

of Business, writes, "Chinese marketers have developed a unique approach tailored to China's mobile-first consumer. It relies on the creation of shareable, viral content and the presence of dominant, channel-straddling media giants. It is faster, cheaper, and in some respects more effective than the traditional Western marketing paradigm."

After years of aping Western models of business, it may be useful to consider a structurally different archetype, one that is rooted in an entirely different culture with behaviour patterns that don't necessarily follow those of Western consumers.

In the face of a bruising trade war with the US, China has been looking to win other markets for its production surpluses in various sectors by negotiating trade barriers. The Indian government has rightly held out on negotiations for the Regional Comprehensive Economic Partnership trade pact on the grounds that its own demands for lower duties and easing of restrictions on the cross-border movement of professionals need to be addressed first.

This may be as good a time as any to press the Chinese to give India access to such markets as IT pharma. The company ready to do battle in the

Mint

## BS-6 NORMS

# Auto cos seek govt help for smooth transition

■ According to SC order, from April 1, 2020, Bharat Stage-4 vehicle will not be sold or manufactured in the country

**New Delhi:** Automotive industry body SIAM on Friday sought government intervention to help the sector in smooth transition to BS-VI emission norms from April next year, saying the prospect of abrupt stoppage of manufacturing and sales of BS-IV vehicles overnight posed a "monumental" challenge.

Speaking at the annual convention of the Automotive Component Manufacturers Association of India (ACMA), SIAM President Rajan Wadhwa said vehicle manufacturers and component suppliers were on track to meet stricter emission norms, but expressed concern over availability of BS-VI fuel across the country.

"The transition is very abrupt on March 31, both manufacturing and sales (of BS-IV vehicles) stop. This has never ever happened in anywhere in the world," Wadhwa said. It is extremely difficult to predict sales and plan inventories in such a way to have zero inventory on end of March, he added.

"This itself is giving speculation and confusion in customers and in huge loss for the entire auto fraternity," Wadhwa said. Turning to Minister of State (MoS) for Finance Anurag Thakur



The transition is very abrupt on March 31, both manufacturing and sales (of BS-IV vehicles) stop. This has never ever happened in anywhere in the world - SIAM President Rajan Wadhwa

"So sir, we request you to please look at this, and from time to time over the next few weeks we shall interact with you to give us a possible solution to this very big complex thing which is coming."

Last year, Supreme Court had ruled that no Bharat Stage (BS) IV vehicle shall be sold across the country with effect from April 1, 2020. Terming the transition as "a very monumental phase of the entire auto industry", the Society of Indian Automobile Manufacturers (SIAM) President said, "All eyes are on us. Together we have to ensure that we execute this transition very well." Lots of investment and hard work have already been put in by both OEMs (original equipment manufacturers) and suppliers, he added.

Wadhwa also drew the attention of the government to take a swift decision on GST reduction on automobiles ahead of the festive season. "We have an issue at hand with the festive season around where 15 to 20 per cent of the sales happen during this festive time. The re-

## Centre may raise auto sector's plea at GST Council

**New Delhi:** The central government is open to take the industry's proposal on reducing the Goods and Services Tax (GST) on automobiles to the GST Council. Speaking at the ACMA annual convention here on Friday, Minister of State for Finance and Corporate Affairs Anurag Thakur said the government had received several representations from various stakeholders, including automobile

dealers, OEMs and car manufacturers, regarding the reduction in GST rate from 28 per cent to 18 per cent. The industry has demanded that the GST should be brought down to 18 per cent to reverse the consumption slowdown. The Minister asked the auto industry players to reach out to the State Finance Ministers as well as the decision on any change in GST can only be taken by the GST Council.

and MoS Heavy Industries and Public Enterprises Jun Ram Meghwal, he s

The Hans India

# ACMA wants 18% GST on all components

**NEW DELHI:** Auto components industry on Friday sought uniform 18 per cent GST in order to help companies with their working capital borrowings which could be used to invest in long-term assets.

“While the captains of our domestic original equipment manufacturers (OEMs) are ably representing the interventions that would be required to stimulate demand, we in the component sector seek assistance by way of a uniform goods and serv-

ices tax (GST) rate of 18 per cent,” Automotive Component Manufacturers Association of India (ACMA) president Ram Venkataramani said. While speaking at ACMA Annual Summit here, he said that about 60 per cent of components are at taxed at 18 per cent currently, while the remaining high value parts attract a duty of 28 per cent, he added.

“Since we are largely a B2B business, this would not have an impact on the government exchequer,

but would help our membership in managing their working capital borrowings, which could be better used to invest in long-term assets,” Venkataramani viewed.

He added that a limited survey of 70 listed companies for the first quarter of FY20 indicates that companies with well diversified portfolios - be it across vehicle segments, market segments, product groups or different geographical regions - are doing better. **Andhra Pradesh**

**Andhra Pradesh**

## INTERVIEW

# Vinnie Mehta: 'Once the slowdown is over, the industry will have to go about re-skilling people.'

**The Director General of the Automotive Component Manufacturers Association of India (ACMA) speaks to Mayank Dhingra on how the supplier community is meeting the many challenges of a slowdown, the welcome change in government policy towards co-existence of technologies, EV-related courses at the Centre of Excellence in Sonepat and the new focus on digitalisation.**

**Let's start with the ongoing slowdown in the automotive industry. Do you think that sales have really hit the rock bottom?**

While we would like it to be behind us as soon as possible, the unfortunate truth is, as you know, is that month after month, we're hitting a new bottom.

**In terms of job losses, how many have been lost in the automotive components space so far?**

This is one of the very ugly ramifications of the slowdown. My understanding is that, as an industry, the component sector would have lost over 100,000 jobs. And we also know that about 300-odd dealerships have shut down so far. So that number is somewhere around 250,000 to 300,000.

Over and above that, I think SIAM is talking about 15,000 to 20,000 retrenchments at the OEMs. That's the kind of the job losses that have happened as of now but our worry is that if this downturn continues, the figure could be fairly significantly large - as large as 10 lakh or a million jobs over the next two quarters.

My biggest worry is that because we are seeing such a huge loss of manpower at this juncture, which essentially translates into loss of skill-set, when the growth returns, we will be faced with challenges because they would have lost their skills. And it's not easy to get them re-skilled because people would have found alternate venues of employment, sitting and waiting for us. That's the other challenge that one has to brace up to once the slowdown is over.

**M&M's Dr Pawan Goenka recently remarked that if the festive season doesn't see any uptick, the situation could worsen for many companies, especially MSMEs in the components space. What is your view on that?**

That is true because the production cut in the vehicle industry is anywhere between 20 to 25 per cent. And that is putting huge pressure on everyone, and there is inventory build-up in the component industry as well. So, if things don't move, obviously the working capital will dry up, leading to consequential job losses. We are any which way seeing



**'The production cut in the vehicle industry is anywhere between 20 to 25 percent. That is putting huge pressure on everyone and there is inventory build-up in the component industry as well.'**

so many layoffs because the component sector is the largest employer when it comes to the automotive value chain. The slowdown needs to be arrested now at an alarming speed because it is probably a one-of-its-kind phenomenon that we are witnessing and never seen in the history of Indian automotive industry before.

**What does it mean for the industry's returns on the BS VI investments?**

The entire automotive

significantly, to the tune of Rs 70,000 to 80,000 crore, in upgrading from BS IV to BS VI alone. It really now is a big question mark as to how we will recover that investment, considering the kind of sales that we are witnessing. The market is so fluid and so uncertain that I don't think that even if one had plans to invest in capex, who would lend the money when there is a huge liquidity crunch in the market, even though that is more for consumption.

# Moving Forward

Every year, the crème de le crème of the automobile industry comes together to discuss its future at SIAM's annual convention. **Pratik Rakshit** gives details from this year's gathering



The automobile sector will usher in the Bharat Stage VI (BS-VI) compliant vehicles and fuel from April 1, 2020, while a few of them have already started the process of switching to cleaner exhaust norms. To debate and deliberate on this, the crème de le crème from the automobile industry were present at Society of Indian Automobile Manufacturers's (SIAM) 59th annual convention, with a focus on how innovation, technological breakthroughs and automation will change the future of mobility globally.

Under the "Moving Into A New Era of Auto Indus-

try" theme, SIAM invited John Moavenzadeh, Senior Advisor at Deloitte to speak on the topic. Moavenzadeh stated that the digitization and new business model would shift mobility focus from products to service, and that consumer behaviour today has shifted from vehicle ownership to pay-per-use models. On the other hand, Vinod Aggarwal, Treasurer, SIAM highlighted that government's vision for the next decade will also propel the growth of more and more locally manufactured products. He emphasized that the goals set in the 'Automotive Mission Plan 2016-26', will help the passenger, commercial vehicle

[From L-R] Kenichi Ayukawa, VP, SIAM India and MD & CEO, Maruti Suzuki India, Ram Venkataramani, president, ACMA, Uday Kotak, MD, Kotak Mahindra Bank, Nitin Gadkari, minister of road transport and highways of India, Rajan Wadhwa, president, SIAM India, and Vishnu Mathur, director general, SIAM India at the event

# Demand environment to remain volatile, says Tata Motors' MD

'Buyers confused, need help to take informed decisions'

SPECIAL CORRESPONDENT  
MUMBAI

In the backdrop of the current economic slowdown severely hurting the auto industry, among others, Tata Motors CEO and managing director Guenter Butschek has said that the demand environment would remain volatile for some more time.

"Today's situation is far more complex," Mr. Butschek told auto component makers at the Auto Component Manufacturers Association of India's annual general meeting held in Delhi.

**'About to collapse'**  
"The Indian opportunity is about to collapse due to low economic activity, leading to



Guenter Butschek

subdued demand, initially triggered by the liquidity crisis and the increased axle load regulation," he said. "Customers are confused and need education to take informed decisions. We need to take these challenges as opportunities and ex-

plore feasible options for us/the industry, because that is the need of the hour," he added.

He said the company's standard operating processes had to drive supply chain efficiencies and with the use of 'analytics and Industry 4.0', the company ought to target higher productivity, efficiency and effectiveness in operations across the entire value chain.

"We have to be careful, to protect our future investments. The winners would be the ones who are able to leverage investments in platform developments by enabling modularity and higher economies of scale," he said. Tata Motors MD

# Auto warns of dark days

OUR SPECIAL  
CORRESPONDENT

**New Delhi:** The auto industry on Thursday sought an urgent stimulus in the form of a GST rate reduction as it feared any further job losses on account of the slowdown could lead to a social upheaval. With the industry set to move to BS-VI emission norms from April, car makers feel a price rise coupled with the slowdown would compound the problem.

"I think there are societal and social consequences. I am sure the government will look at that," SIAM president Rajan Wadhera told reporters here. He was responding to a query on what could happen if the demand for the reduction in GST to 18 per cent was not met.

"Let's say if for some reason you go down to such an extent that a lot of people lose jobs, that is going to create a lot of turmoil," Wadhera said.

Mahindra & Mahindra managing director Pawan Goenka said, "My worry is that if the industry does not turn back to positive growth in the remaining months of this fiscal, you may see more layoffs."

Components makers' asso-

ciation ACMA had also said that around 1 million jobs could be on the line if the current slowdown persisted.

Goenka said, "My belief is that the employment levels that we have amongst original equipment manufacturers and is probably more than what the production will justify."

Tata Motors CEO Guenter Butschek said the automobile growth story was about to collapse because of the ongoing slump. "To get out of the current crisis and not miss the festive season, we require clarity from the government, here and now, on GST and scrapage policy."

Maruti Suzuki has suggested the government set targets for emission and energy efficiency, and leave it to the industry to adopt appropriate technology to meet those milestones. The company also sought a single nodal ministry to regulate the sector instead of multiple ministries.

The Telegraph

# 'Auto firms should also take up GST rate cut demand with State FMs'

'Issue to figure in GST Council meet'

SPECIAL CORRESPONDENT  
NEW DELHI

Stating that the central government was willing to put forth the auto industry's demand for a rate cut at the upcoming meeting of the GST Council, Minister of State for Finance Anurag Thakur asked the sector to also take up the matter with the States, who together have the majority vote in the Council.



Anurag Thakur

"We have received representations from carmakers, dealers and other stakeholders regarding GST rate cut from 28% to 18%," Mr. Thakur said at the 59th Convention of Automotive Components Manufacturers Association of India (ACMA). He added that any GST rate cut needed to be first approved by the GST Fitment Committee, post which it would be taken up by the Council. "I request all of you to reach out to the State Finance Ministers who are part of the GST Council... FM [Union Finance Minister] has already suggested that we are open to take it to the Council."

The next meeting of the GST Council will take place on September 20. However, the auto industry is seeking an earlier resolution, as it fears that buyers will postpone purchases in anticipation of a reduction in prices.

Mr. Thakur said: "If there is reduction in interest rate after RBI's announcement, you [the industry] are also giving discounts, many other initiatives taken by the central government... why are we still not seeing the same kind of demand?... is it only the global demand or is demand coming down locally? Are people looking for

cabs or for newer BS VI vehicles and electric vehicles? Or is it cyclical?"

A member of the audience interrupted the junior Minister and said that this was due to the delayed effect of demonetisation and that people don't have money to spend.

Mr. Thakur responded, saying, "Thank you... If that is the delayed effect... How do you move forward?" Speaking at the session, Union Minister Arjun Ram Meghwal said the problems faced by the auto industry were "minor" and would be quickly resolved.

## 'Need uniform 18% GST'

The ACMA pitched for a uniform GST rate of 18% for all auto components as well as some export incentives for the industry from the Centre. Association president Ram Venkataramani said that about 60% of auto components attract 18% duty and the remaining high-value parts are taxed at 28%.

Giving a survey, he said there were indications that in Q1 of FY20, firms with diversified portfolios, be it across vehicle segments, market segments, product

The Hindu

# Tax incentive for new firms could spark 'make in India' for EV parts

Amit Panday  
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 MUMBAI

India's fledgling electric vehicle (EV) industry is likely to receive a shot in the arm with the slashing of corporate tax on new manufacturing companies.

With most makers of electric vehicles and their components planning their investments for India, they would be encouraged to accelerate their plans for local manufacturing with the announcements made by finance minister Nirmala Sitharaman. The steps are expected to propel domestic production, specifically in producing lithium-ion batteries, charging equipment, electrical and electronic parts. Producers of hybrids and even

conventional internal combustion vehicles will also benefit.

"With falling rupee, imports have become expensive. Logically, the manufacturing companies will look at increasing localization of components in India under the newly announced tax regime for new units. This will boost overall manufacturing activities," said Vinnie Mehta, director general of Automotive Component Manufacturers Association of India (Acma).

The auto industry, along with its vast auto ancillary supply chain, accounts for 49% of India's manufacturing GDP.

Sitharaman announced that new manufacturing companies set up on or after 1 October will pay income tax at the rate of 15%. The benefit will be



PRADIP GAUR/MINT

A rush of new manufacturing companies linked to the EV sector will bolster the Modi government's efforts to grow EV sales by making them more affordable and also cut crude oil imports.

available to companies which do not avail any other incentive and commence production on or before 31 March 2023. The effective tax rate for these companies will be 17.01% inclusive of surcharge and

cess. Also, such companies will not be required to pay minimum alternate tax.

A rush of new manufacturing companies linked to the EV sector will bolster the Modi administration's efforts to

grow EV sales by making them more affordable and also cut costly crude oil imports as well as high levels of pollution in most major cities.

Earlier, the Union government had allotted ₹10,000 crore to accelerate EV adoption in India under the Faster Adoption and Manufacturing of Hybrid and Electric Vehicles in India, or FAME 2, scheme.

For now, most of the critical electrical and electronic parts for vehicles made in India continue to be imported.

"Maruti Suzuki cars have about 90% localized content, given that some key electronic components are still imported.

**The gov't steps are likely to boost local production of Li-ion batteries, charging equipment and other parts**

But we want to make in India. If anybody can make key electronic components in India with quality and reliability, it will help not only your company but the entire Indian

automobile industry," Kenichi Ayukawa, managing director and CEO of Maruti Suzuki India Ltd, said at a gathering of suppliers at Acma's annual session in New Delhi on 6

September.

"This could help attract investment in a few select sunrise industries around lithium-ion batteries, charging equipment and po

Mint

## INDUSTRY



viewable with sophisticated hand-held tools that are only available to enforcement authorities. The general public and supply chain members usually do not know about these features.

**Forensic** - These are reserved for special departments or officials and can only be verified with special tools or laboratories. These features are developed with a combination of DNA and nano-technology-based rare materials.

Today, various brand owners and government authorities are adopting integrated authentication solutions (a combination of physical security and digital tools). The integration provides real-time data intelligence to brand owners as well as empowering consumers in the authentication process.

With these solutions, on one hand the consumers can easily verify / check product genuineness via web, mobile app or SMS, and on the other hand, the physical security greatly reduces the chances of counterfeiting or tampering with these products.

**What immediate action can a customer take if the shopkeeper is selling a counterfeit product over the counter?**

www.autocarpro.in

If you find or suspect counterfeit products or have any other intellectual property concerns, the first step is to either call the legitimate manufacturer or contact the industry association.

According to ACMA, each year it conducts 500 raids on retailers and dealers who stock fakes. The concept of empowering the consumer can be an important element to support due diligence practices and supply-chain integrity because the different categories of consumers can authenticate the goods in different parts of the supply-chain and report the presence of non-compliances (for instance counterfeit products).

**ACMA has the Ashi-Naqli and Safer Drives campaigns. Does ASPA collaborate with ACMA in dealing with the fake parts menace?**

We are developing close relationships with ACMA and have started sharing our knowledge base. In most of our conferences, they have provided us valuable support in terms of speakers and delegates. Likewise, ASPA members are also participating in ACMA conferences to increase anti-counterfeiting awareness.

**What digital solutions can OEMs and Tier 1s adopt to prevent mocking**

Above: With Microdot tech, thousands of non-toxic micro-polymers are sprayed across an entire vehicle. They can be viewed only under UV light of 250nm wavelength to decipher the embedded VIN and assist vehicle and components traceability.

Top right: Tata Motors' genuine products security enriched packaging stickers and labels and the 'Tata Dhaal' hologram depicted on the packaging.

Right: In August 2018, SKF India, along with the local team of IPRE Division of Chennai police, raided fake bearings dealers and stamping units in Tambu Chetty Street and seized duplicate bearings worth over Rs 50 lakh.

**'A brand owner who employs an authentication solution is likely to increase his business by cutting down the counterfeit's share.'**



**and reproduction of their products?**

OEMs are integrating their labeling requirements with digital solutions. The labels incorporate a variety of security features for visual, aided and expert authentication. The better the adoption of a combination of technologies, the better the chance to reduce counterfeiters to a low-level.

Digital technologies may either be overt or covert, but all require an electronic means for detection and validation. Digital solutions are increasingly being combined with physical authentication solutions to provide traceability. The examples are RFID tags,

**Laser Marking**  
 Placing will feature a 'Look for Laser Marking sticker in case the part has been replaced using laser

**UV Light**  
 A fluorescent hologram featuring the Tata Logo (Microdot) with Tata Motors logo in the background.

**MPP sticker with following features**  
 - Unique QR Bar Code  
 - Hologram Code  
 - Tata Motors helpline number and Email ID

**INVISIBLE WITH NAKED EYE**  
 Under UV light, Tata Motors logo will be seen on the MPP sticker.

mobile and SMS-based applications can instantly verify the product details with one simple scan and message.

**The government has now mandated automakers for use of Microdots. How will that work and can it be effective in curbing counterfeiters?**

The government-recommended size of Microdots is 0.5mm. All the text on every microdot will be legible with equipment that magnifies the text at least 60 times. The microdot supplier may add covert features to the Microdot. The features may be proprietary. Covert features are to be provided

Autocar Professional

## Auto sector seeks cut in GST to help revive sales in festive season

Malyaban Ghosh  
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NEW DELHI

An automobile industry body on Monday sought an immediate cut in the goods and services tax (GST) rate on vehicles to help revive sales during the crucial festive season.

A lower tax rate would allow companies to reduce their vehicle prices, potentially attracting more buyers, the Society of Indian Automobile Manufacturers (SIAM) said.

"The series of announcements on credit availability and reducing the cost of credit do not seem to have percolated down to the NBFCs (non-banking finance companies) which support the bulk of finance for the automotive industry. Consumer sentiment also continues to be low and there is clearly a trust deficit in lending money to the dealers," said Rajan Wadhwa, president, SIAM.

Domestic sales of passenger vehicles fell 30% from the year earlier in August. Commercial vehicle and two-wheeler sales also fell, indicating that the steps announced by the government last month have not had any impact yet.

The Union government on 23 August announced several measures such as mandating government agencies and departments to replace old vehicles, increasing depreciation on new vehicles for commercial fleet service providers, urging banks to make auto loans cheaper, and increase credit availability to NBFCs.

Finance minister Nirmala Sitharaman also assured buyers and manufacturers that vehicles compliant with Bharat Stage IV emission norms registered before 31 March 2020,



Domestic sales of passenger vehicles fell 30% from the year earlier in August.

will be able to run for the entire registration period or the life of the vehicle. "All this while, the industry has pulled out all stops in offering attractive deals and discounts to the consumers. However, the ability of the industry to provide large discounts is limited and this only highlights the need for government to consider reducing the GST rates from 28% to 18% which would significantly reduce the cost of vehicles and in turn create demand," Wadhwa said.

**A lower tax rate would allow firms to reduce their vehicle prices, potentially attracting more buyers, says SIAM**

contract workers. The companies are also expecting some stimulus measures from the government to revive sales.

Sitharaman on Sunday said the GST Council may consider a cut in the GST rate on automobiles provided the state governments are also on board. The Automotive Component Manufacturers Association of India (ACMA) and Federation of Automotive Dealers Associations (FADA) have reached out to the government, cut during the meeting on 2

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### ASSOCIATION NEWS



Chief Guest Mr Anurag Thakur, MoS for Finance & Corporate Affairs, and Mr Arjun Ram Meghwal, MoS for Heavy Industries & Public Enterprises, along with other dignitaries. From left: Messrs: Rajan Wadhwa, President, SIAM; Kenichi Ayukawa, MD, Maruti Suzuki India; Ram Venkataramani, President, ACMA; Deepak Jain, Vice-President, ACMA, and Shobana Kamineni, Past President, CII

## ACMA 59th Annual Session

# Call for uniform GST

## Govt intervention sought for smooth transition to BS-VI



AUTOGUIDE

A strong pitch for standardised rate for all auto components was made at the 59th Annual Session of the Automotive Component Manufacturers Association of India (ACMA), held in New Delhi on September 6.

Addressing the session, Mr Ram Venkataramani, President, ACMA, and Director, Amalgamations Group, said the GST Council must think of a standardised rate for all components as right now high-value parts and components attract a higher GST rate of 28 per cent while components like brakes, muffler and wheels have 18 per cent GST rate. "There should be a uniform GST rate of 18

ACMA President, Mr. Ram Venkataramani, delivering his presidential address

Autoguide

The reasons for the faltering sales performance, and the opportunities the slowdown throws up

## Managing the ongoing slowdown

At the 59th ACMA Annual Session held on September 6 at Hotel Taj Palace, New Delhi, whose theme this year was 'Future of Mobility: Embracing the Discontinuity', it was discussed that while the Indian automotive industry is going through a major slowdown, it also throws up opportunities to deal with the same.

### FIRST, THE REASONS AND THE CHALLENGES

Starting in the Q3 of FY19, sales across vehicle segments have slowed down, and sharply dipped from January 2019 onwards. For example, two-wheeler sales (the biggest annual contributor to vehicle sales) saw year-on-year growth rate decline by 12% in June 2019. The McKinsey & Company report titled 'Embracing the discontinuities in India's auto component industry', released at the Session, noted there are three reasons for the faltering sales performance:

1. The liquidity crunch for NBFCs limited their power to lend to dealers and consumers. NBFC auto loans dropped 69% in Q4 of FY19, compared to Q4 of FY18. High levels of NPAs and shrinking funds have been creating a tough environment for NBFCs over the past year. NBFCs have around \$16 billion of debt maturing in the near future, severely constraining their usual lending ability.
2. The increased acquisition cost of vehicles is deterring buyers. The price of a vehicle is the biggest deciding factor in a purchase, especially for entry-level vehicles. The price figure is rising because of an increase in raw material prices and finance costs, and the mandatory multi-year insurance premium that consumers must pay upfront. The planned leap from BS4 to BS6 in April 2020 is also expected to further push up acquisition cost by 5-6%.



The opportunities lie in a coordinated set of actions in the short term, along with strategic moves in the long term

3. Weakened consumer sentiment is slowing down purchases. There was a 14% drop in Indian consumer sentiment towards increased spending between May 2018 and May 2019. Household debt rose from 2.4% in FY17 to 4% in FY18; job confidence dropped from 62% in September 2018 to 55% in March 2019; and lending rates went up from 8.4% in April 2018 to 8.7% in April 2019.

While these factors have hurt vehicle sales in the present, the long-term growth story for the automotive industry could remain intact, the report noted. Several macroeconomic indicators such as growth in GDP, private consumption and rising urbanisation inspire confidence that sales performance could improve again.

Now, the opportunities to address the downturn, which requires a coordinated set of actions in the short term, along with strategic moves in the long term.

1. Optimise parts complexity and modularise

products; Leverage the current slowdown and OEM consolidation trend to reassess the design of key components and develop modular parts, by (i) conducting a product-mapping exercise to identify major components that can be modified, and (ii) developing modular solutions for priority components.

2. Enhance quality, aim for zero defects and higher yields: Build quality into operations, management and people systems, by (i) selecting suppliers based on quality, standardising shop floor tools due to rapid design changes, using RFID-based tracking, (ii) measuring both preventive and occurrence metrics, and (iii) ensuring quality standards are understood and rewarded.
3. Optimise portfolio, look at the tail end: Rationalise portfolio to ensure a maximum of 10-15% revenue from a single product, channel or geography.
4. Develop optimal inventory control and build transparency: Develop internal models (leveraging analytics) to plan production and control inventory, instead of depending on OEM forecasts, by (i) developing applications to track inventory movement between OEMs, vendors and tier 2 suppliers, and (ii) using analytics-based demand forecasting and sales & operations planning.
5. Revisit the organisation structure to find efficiencies: Build a task force to conduct value stream mapping, by (i) identifying critical roles with disproportionate impact and investing in them, (ii) assessing roles and job descriptions to eliminate overlaps, (iii) in case of overlaps, reallocate talent to departments with talent shortage for improved utilisation during slow-

# Junior FM heckled over slowdown

## This is the delayed effect of demonetisation, people don't have money, says an auto manufacturer

**New Delhi:** Minister of State for Finance Anurag Thakur was heckled at an Automotive Component Manufacturers Association of India (ACMA) event on Friday after he asked auto industry players why sales had not picked up despite measures taken by government, RBI intervention and big discounts by manufacturers, to which a participant interjected and said it was because of the "demonetisation effect".

Thakur was seeking inputs from industry players on the reasons behind the slowdown, despite government's efforts to support the ailing sector, at the Automotive Component Manufacturers Association of India (ACMA) annual summit here.

Jasbir Singh of GS Auto Ludhiana interrupted the junior finance minister's address, saying, "This is the delayed effect of demonetisation. People don't have money."

Thakur, however, kept his composure and repeatedly said "Thank you".

Seeking to calm down the atmosphere after the interruption, Thakur said, "If that is the delayed effect (of demonetisation), how do you move ahead from here? How do you go forward?"

"If there is reduction in interest rates after the RBI's recent actions, discounts by companies and many other initiatives by the central government, why the industry is not seeing the same kind of demand?" he questioned.

"The other issue is people are using cabs more or maybe they are looking at other options like electric vehicles (EVs), BS-VI vehicles... What are the main reasons? There could be many reasons for that. Is it just cyclical?" he asked the gathering. Later on, Minister of State for Heavy Industries and Public Enterprises Arjun Ram Meghwal said that demonetisation and



Anurag Thakur

GST were economic reforms which will help India a USD 5-trillion

The Hans India

Business Standard

## Slowdown, uncertainty force auto component industry to pare capex

T E HARASIMHAN  
Chennai, 18 September

The automobile components industry in the country, says its representative body, seems to have either cancelled or postponed capital expenditure of \$1.5-2 billion (up to ₹14,000 crore) for now.

The cause is slowdown in the automobile industry, hit by sagging sales, which has hit capacity utilisation among component makers. Uncertainty regarding demand in the future is also holding the companies back from investing, say industry sources. In the past, component manufacturers were investing with expectation of growing sales.

There is also confusion on whether customer demand would skew more towards electric vehicles. That would affect the capex in traditional component making capability.

"Before the slowdown, our capacity utilisation was 70-80 per cent. The scenario looked so upbeat that a lot of component manufacturers invested in capacity expansion, of 20-30 per cent more. With the downturn, people are operating at sub-optimal capacities of 50-60 per cent," said Vinnie Mehta, director-general, Automotive Component Manufacturers Association of India.

"With so much of surplus capacity, people have postponed any plans that they would (otherwise) have. Our estimate is that the capital expenditure postponed or shelved would be \$1.5-2 billion." "Most players in the component sector are taking a relook at their capex plans. Across segments, we estimate a cut of 15-25 per cent by most players," says Subrata Ray, senior group vice-president at ratings agency ICRA. "The impact and ability to tide over the current slowdown will depend on the credit profile of individual entities heading into the down cycle."

ICRA has revised its outlook on the components sector to negative, following a sharp and broad-based contraction



The after-market demand for components, 18 per cent of industry turnover, has also slowed with a decline in goods movement and consequent weakness in freight activity

in original equipment manufacturer (OEM) sales for several quarters. The after-market demand for components, 18 per cent of industry turnover, has also slowed with a decline in goods movement and consequent weakness in freight activity. Further, tight liquidity across the after-market dealer channel has led to de-stocking, curtailing new demand from component manufacturers.

Given that the global automotive outlook has turned negative, with decline in sale across regions, partly due to heightened trade tension and other geopolitical factors, export demand for Indian component manufacturers could be impacted in the coming quarters.

"Despite accommodative commodity prices, weakness in OEM demand will impact the credit metrics for component manufacturers. This comes amidst rapid and mandatory technological advancements in vehicle safety and emissions, which has led to sizable capital expenditure by component makers over the past few years," said Ray.

An expert from the component industry said in the previous downturns of 2009 and 2014, the industry continued to make strategic investments, as they knew this time doubt in direction

consumers are going to take. "If the regulators tomorrow say that everything is going to be electric, what will the industry do? If the consumer says that they only want to buy electric vehicles, what would one do? It is a period of great uncertainty. During a (normal) downturn, one is able to figure out where to invest and what to do. In this downturn, where to invest is a big question mark," said the official, on condition of anonymity. This is despite the government's assurance that internal combustion engine vehicles and electric vehicles will co-exist in the future.

Over years, the auto supplier industry has benefited from the volume growth across segments, enjoying a healthy cash flow stemming from scale benefits and higher value addition. The impact and ability to tide over the current slowdown will depend on the credit profile of individual entities heading into the down cycle, said ICRA.

Large manufacturers, which have used cash flow from the earlier up-cycle to develop a strong balance sheet and product capabilities are expected to be more resilient to the current downturn. Entities with a leveraged balance sheet are likely to face stress. Smaller players, especially tier II/III entities, will

Business Standard

### ASSOCIATION NEWS



Messrs Kenichi Ayukawa, Vice-President, SIAM, Ram Venkataramani, President, ACMA, Uday Kotak (CII), Nitin Gadkari, Rajan Wadhwa, President, SIAM, and Vishnu Mathur, Director General, SIAM, at the inauguration of 59th Annual Convention of SIAM.

### SIAM 59th Annual Convention

## Gadkari assures positive steps Industry stresses urgent need to reduce GST

THE Union Minister for Road Transport & Highways and MSME, Mr Nitin Gadkari, assured the automobile industry of support from the Government and said he will take up its demand for GST reduction with the Finance Minister.

He was speaking as Chief Guest at the 59th Annual Convention of the Society of Indian Automobile Manufacturers (SIAM), in New Delhi on September 5.

Talking about the issues related to auto financing, Mr Gadkari asked the auto industry to establish its own proprietary financing arm to boost sales.

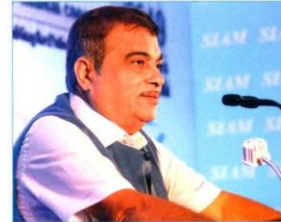
The industry, he said, "has asked that there should be reduction in GST of petrol and diesel vehicles considering the forthcoming increase in prices of vehicles and the BS-VI norms

deadline. Even if GST is reduced for some time, it will help the sector to increase vehicle sales." The minister further said, "GST on electric vehicles has been reduced from 12 pc to 5 pc. I will propose to the Finance Ministry to make the same benefit available for hybrid vehicles."

Mr Gadkari assured the industry that the Government was trying to bring out the scrapping policy quickly,

which will lower production costs to a huge extent. He further added, "I also want to clarify that though there have been talks that the Government is planning to ban petrol and diesel vehicles, we are not going to do anything like that."

Mr Uday Kotak, President-Designate, CII, and Managing Director & CEO, Kotak Mahindra



Union Minister, Mr Nitin Gadkari, addressing the delegates



## FADA 2<sup>nd</sup> Auto Retail Conclave deliberates on 'Prosperity in Diversity'

Notwithstanding the current slowdown in the automotive industry, representatives of various trade associations opined that this may be a temporary situation that will soon lead to better times



Auto industry captains releasing the Motor Vehicles (Amend) Act, 2019 book at FADA's 2<sup>nd</sup> Auto Retail Conclave in New Delhi

FADA's 2<sup>nd</sup> Auto Retail Conclave was inaugurated on September 5, 2019 in New Delhi in the presence of the entire automotive ecosystem which witnessed the participation of presidents of leading industry bodies such as SIAM, ACMA, FADA and the Australian Dealers Association along with the participation of dealers from some of the farthest corners of the country, including Jammu, Kashmir, Assam, Sikkim, Manipur and Nagaland. The conclave also witnessed the unveiling of the CMVR Act by the presidents of all the three associations, namely, SIAM, ACMA and FADA. The conclave expounded the support of the Ministry of

Road Transport in achieving transparency in vehicle registration across the segment and in different States, giving a clearer picture of the retail sales figures. FADA reiterated the need for the complete automotive industry to move to market share by way of vehicle registrations, which is accepted internationally and will be for the betterment of the industry. Additionally, FADA expects the latest government measures to take effect soon and reverse the ongoing slowdown.

Welcoming members present for the occasion, Ashish Harsharaj Kale, President, FADA, said: "Despite the current challenges, the dealer

business is a long-term business, which has supported generations of automobile dealers and our employees and will continue to do so. Having faced an unexpectedly challenging situation, the Auto Retail Conclave today has deliberated on issues which will strengthen our community and make us future-ready. FADA and its members are not afraid of the changing landscape of the mobility solutions of our nation. We will wholeheartedly adapt to the changes and support the vision of our government in becoming a strong self-reliant nation."

He further added: "We hope that the festive season

will be better in terms of sales and this will have a positive effect on job recoveries. FADA over the past few months has played an important role in impacting the policy decisions that affect the industry and the aspirations of 15,000+ dealers operating from 25,000+ setups, directly employing over 25 lakh employees. We believe the current slowdown that the industry is facing is just a temporary blip and with the cooperation and efforts of the automobile ecosystem that includes OEMs, component manufacturers along with the dealer community and the government, we will soon be on the road to recovery."

## Tax rate cut to boost investments in private sector, says ACMA

PTI ■ NEW DELHI

Auto components industry body ACMA on Friday said the cut in corporate tax rate and other policy measures announced by the government would give a big impetus to domestic manufacturing and help attract investments in the private sector.

The auto component industry body, whose members account for around 2.3 per cent of country's GDP, said the policy measures announced at the onset of the festive season were expected to infuse positive sentiments in the

The Pioneer

# 'Centre should state clearly if GST will be cut'

Latha Venkatesh & Sona Shetty  
CNBC-TV18

The government should make a clear statement about whether or not there will be reduction in the goods and services tax (GST) rates as the market is volatile, say Nikunj Sanghi, chairman, Automotive Skills Development Council (ASDC), and N.K. Minda, chairman and managing director, Minda Industries. Edited excerpts of an interview:

**Ashok Leyland, one of the big commercial vehicle players in the commercial vehicle segment, has announced non-working days for up to 16 days across five of their plants. Mr Minda you are one of the suppliers to Ashok Leyland. What percentage of your revenues come from Ashok Leyland and do you foresee a reduction in orders and some delays in payments because of problems such as block closures?**

**Minda:** The answer to your first question is that our sales to Ashok Leyland in our pie is not much. It is around ₹50 crore out of our total revenue of ₹10,000 crore. However, yes, there is a pinch.

The answer to the second question regarding payment is that there are no such delays as now from any of the original equipment manufacturers (OEMs). Everyone is managing their cash flow quite well.

**There are all these expectations of**

**cuts in the GST. If you reduce it only for autos and not for auto parts, you will get an inverted duty structure, if they were to cut only for auto ancillaries. Will that help? Will that make the final auto product cheaper in any way and will that kick-start growth? Is that a possibility?**

**Minda:** The figure is that something ₹20,000-22,000 crore belongs to the auto component out of the ₹50,000 crore revenue that the government is estimating and out of that whatever we charge, the OEMs get credit of that, GST. However, whatever we charge in the after-market, it will have a big impact and some of the tractor components and even the two-wheeler components are levied at the rate of 28% as of now.

**Our request was also together to standardize in the auto and auto component sector and not to charge in the old manner. So let go away that old chapter classification and have a standardization of 18% across the sector whether it is component or automobiles. Auto means 18% is our request to the government. As far as the OEMs are concerned, it will not have any impact.**

**The finance minister has said some steps will be taken for the auto ancillary sector. What do you think needs to be done at the moment?**

**Sanghi:** I guess most of the things have been done. We are now looking at only two things, one is a GST cut and the other is the scrapage policy. We are keeping our fingers crossed. We hope the government will respond and these will come in



N.K. Minda, chairman and managing director, Minda Industries (left), and Nikunj Sanghi, chairman, Automotive Skills Development Council.

and it will be the right trigger to give to the auto industry prior to the festival season to kick-up demand and get back to the volume that we are looking at.

**A lot of large players such as Maruti Suzuki and Bajaj Auto have come out and said even if there is a GST cut, it is not going to aid demand that is not the problem. People are not buying cars not only because the GST rate is so high. There is an inherent slowdown that we are facing. So do you think even if a cut comes through, it is still an if, you think it is going to improve demand?**

**Sanghi:** It will because it will definitely trigger a demand. There is this BS-VI coming at the end of March and there will be a price increase. That was clear at the Society of Indian Automobile Manufacturers (SIAM) conference. So pre-buying with the

GST cut will be the right trigger, which will set in some demand. So I agree with others when they say that is not the only solution but the trigger that we are looking for is the GST cut, which will entice the customers to come into the showrooms and do the buying, during the festival time, which they have been postponing for almost six months now.

**We just had one of the experts discussing automobiles. The argument has been that say one year ago, between 24 months and 12 months ago, it was a roaring industry and they made a lot of money. Do you think that they are not offering enough discounts? Do they need to take a hit and push vehicles? What are your inventory levels?**

**Sanghi:** When it comes to discounts, I have said so before, these are the best discounts that I have seen over the past few

years and both the dealers and the manufacturers have pushed the ticket and given discounts. You look at the entry-level segments where the discounts are almost 12-15% of the value of the vehicle. I don't think I have seen discounts like this ever before. I think the manufacturers and the dealers both are doing their bit in terms of getting the customers back to the showroom.

As far as inventory levels go, I think you should wait for Federation of Automobile Dealers Associations (FADA) to release these figures, which should come in a day or two because we do a survey of all our dealer friends and that survey gives us an absolutely true picture of what the inventory levels are.

However, my understanding is that they have reduced dramatically in the case of passenger cars but yes, some correction is required in two-wheelers and commercial vehicles.

**You gave us a very important data point where you said there are no delays as far as payments are concerned from OEMs and they are maintaining their cash levels as well. Can you tell us more about what is happening on the ground? Do you foresee more block closures from larger players in the commercial vehicle space or even for that matter in the passenger vehicle space? What are inventory levels at the moment?**

**Minda:** Inventory levels are the concern and I am more worried about the inventory level from December to March. We as an association of SIAM and Automotive Component Manufacturers Association (ACMA) are requesting the govern-

ment to take our case with honourable Supreme Court not to stop registration of BS-IV effective 1 April, we are requesting that at least vehicle manufacturers should stop producing BS-IV vehicle from April. However, let us continue the registration otherwise it is very difficult for the vehicle manufacturer as well as for us with regard to the inventory level of the component.

There is a challenge with the recent slowdown also. The slowdown in the inventory level and at this moment, the position, the cash flow level particularly the people who are depending on only a few OEMs or one or two OEMs, they are

having a major problem rather than the multi-OEM component suppliers. The main problems areas are in tier-II and tier-III. We are helping tier-II and tier-III, all the auto components and the ACMA also we decided that together with the OEMs how to help tier-II and tier-III because they have small pockets not enough cash flow and they cannot manage

this kind of a slowdown.

**What is the one thing that you would want from the government?**

**Minda:** I want more easy availability of finance. The government should either bring out the GST or they should say that they are not bringing because with that the market is volatile and they should be very clear, they are reducing or not.

**Sanghi:** One is this scrapage policy. I hope they do announce the scrapage policy. Two, a clear statement to the consumers so that the

Mint

# FADA Conclave sees experts strategise to be future-ready

NEWS

APEX AUTOMOBILE RETAIL body FADA held its second Auto Retail Conclave in New Delhi on September 4. The well-attended event saw the participation of the heads of industry bodies SIAM, ACMA, FADA and the Australian Auto Dealer Association, and also dealers from some of the farthest corners of the country like Jammu & Kashmir, Assam, Sikkim, Manipur and Nagaland.

The conclave expounded the support of Ministry of Road Transport in achieving transparency in vehicle registration, across segments and in different states, giving a clearer picture of the retail sales figures. FADA reiterated the need of the entire automotive industry to move to market share, by way of vehicle registration, which is accepted internationally and for the betterment of industry. Additionally, FADA expects the latest government measures to take effect soon and reverse the ongoing slowdown.

Welcoming industry stakeholders, Ashish H Kale, president, FADA said, "Despite the current challenges, the dealer business is a long-term business, which has supported generations of automobile business and the employees and we will continue to do so. Having faced an unexpectedly challenging situation, the Auto Retail Conclave has deliberated on issues, which will strengthen our community and make us future-ready. FADA and its members are not afraid of the changing landscape of the mobility solutions of our nation. We will

wholeheartedly adapt to the changes and support the vision of our government in becoming a strong self-reliant nation."

He further added, "We hope the festive season will be better in terms of sales and this will have a positive effect on job recoveries. FADA, over the past few months, has played an important role in impacting the policy decisions that affect the industry and the aspirations of over 15,000 dealers operating from 25,000 set-ups, directly employing over 25 lakh employees. We believe faced an unexpectedly challenging situation, the Auto Retail Conclave has deliberated on issues, which will strengthen our community and make us future-ready. FADA and its members are not afraid of the changing landscape of the mobility solutions of our nation. We will



L-R: C S Vigneshwar, Hon Treasurer, FADA; Vinkesh Gulati, VP, FADA; A Kale, President, FADA; James G Voortman, CEO, Australian Auto Dealer Association; Ram Venkataramani, President, ACMA; Rajan Wadhwa, President, SIAM and Manish Raj Singhanian, Honorary Secretary, FADA.

**Ashish Kale re-appointed FADA president**  
FADA's 55th Annual General Meeting saw Ashish Harsharaj Kale being re-elected as the new president. The FADA Governing Council also re-elected Vinkesh Gulati, Partner - United Automobiles, Allahabad as the vice-president. Manish Raj Singhanian, Managing Partner - Ralas Motors, Raipur as the honorary secretary and Chittoor Selvakumar Vigneshwar, Deputy Managing Director - Anaamalais Toyota, Coimbatore as the honorary treasurer for 2019-20.

FADA lauded the contribution made by Kale and other office bearers in making the association a strong voice of not just the dealer community but the Indian auto industry. These include steps taken to reduce dealer inventory, introduction of auto retail

registration figures and liaisoning effectively with the government authorities. Commenting on his re-appointment as FADA president, Kale said, "I am thankful to the governing council for reposing their trust in my leadership. Continuing from last year, I once again pledge to take up all dealer-related issues honestly and fearlessly and work for the betterment of the auto dealer community in turn contributing to the betterment of the Indian auto industry."

Ashish Kale is the managing director of Provincial Automobile, Nagpur, which has been in the auto dealership business since 1930 and is one of the oldest dealer partners of Mahindra & Mahindra, both for its auto and farm equipment division. Provincial is also a dealer for BharatBenz trucks, buses, and a dealer-

for Nissan Motor India. It also operates multiple franchises of Mahindra First Choice Wheels. Kale is also the president of Vidarbha Automobile Dealer Association since 2012.

Vinkesh Gulati, a law graduate and a Master's in Commerce and Business Management, is managing partner of United Automobiles, one of the largest selling Bajaj Auto dealerships, and also deals in Mahindra Automotive. He is the senior VP of the United Group of Institutions, which has educational institutions in Allahabad and Greater Noida. He is the Chapter Chairman of the Indian Industry Association, and was President of the Allahabad Automobile Dealership Association in 2010-12. Gulati has been actively associated with FADA for the past 8 years.

Manish Raj Singhanian is the owner of Ralas Motors, a dealership of Mahindra & Mahindra and Mahindra Trucks & Buses. He is also the President of Raipur Automobile Dealers Associations (RADA) and the State secretary of Eastern India Chamber of Commerce and Industries.

Hailing from a business family in Coimbatore, C S Vigneshwar joined the family business - the ARC Group - spread across goods transportation, automobile dealerships and other businesses in 2004. He has been a member of the apex consultative committee of Volvo Eicher Commercial Vehicles for the past 9 years and president of the Toyota India Service Dealer Council for the past 5 years. He has

Autocar Prof

www.autocarpro.in

■ Move may spur demand for contract manufacturing

# Corporate tax cut cheers Auto Inc

MICHAEL GONSALVES  
PUNE, SEPT. 20

While the much-awaited GST cut from the existing 28 per cent for automobiles did not happen, Finance Minister Nirmala Sitharaman's move to slash corporate tax rates for domestic companies to 22 per cent from 30 per cent, for new local manufacturing companies to 15 per cent and No Minimum Alternate Tax or MAT for companies not availing incentives under Income Tax Act has brightened up the mood in the auto industry.

Industry honchos said this, along with other amendments, is likely to spur demand for contract manufacturing in the auto industry and increase India's competitiveness versus South Asian countries.

The industry captains and experts said slashing of corporate taxes along with the recent announcement of 100 per cent Foreign Direct Investment (FDI) may provide additional incentives for the companies to get into contract manufacturing rather than setting up manufacturing plant themselves.

Also, the lower income tax rate of 15 per cent, which is on par with some other South Asian countries, for any new domestic incorporated company from October will attract new ventures into the automobile sector, especially in the electric vehicle (EV) mobility, they said.

Hailing the FM's move, Rajan Wadhera, President at Society of Indian Automobile Manufacturers or Si-am, top trade lobby, the reduction of corporate tax to 15 per cent for new companies making fresh investments



from October 1, 2019, will support investment and also FDI in the auto sector.

"This is expected to give a big boost to Make in India for automobile industry," he pointed out.

Expansion of scope of CSR (Corporate Social Responsibility) expenditure to include incubation centres and R&D activities will also help with R&D expenditures in automobile sector, Wadhera said.

"All these set of fiscal measures are expected to uplift market sentiments and improve demand for automobiles," he pointed out.

Wadhera emphasised that these are indeed landmark announcements and would certainly help in reviving growth in the economy.

These set of major tax reforms are a clear indicator of the government's commitment to improving business environment to give boost to economic growth.

The Automotive Component Manufacturers Association of India, which contributes 2.3 per cent to India's GDP, said these measures would give a big impetus to domestic manufacturing

and help attract investments in the sector. The announcement made on the onset of the festive season is expected to infuse positive sentiments in the market.

"Reduction in Corporate tax to 22 per cent for existing companies, 15 per cent for new manufacturing companies and relief on account of minimum alternate tax or MAT are steps in the right direction to give manufacturing, investments and economic activity a boost," Deepak Jain, President at ACMA said.

The measures will also put India in the league of competitive economies in the world, he added.

"We do hope government in consultation with the states will consider ensuring a uniform GST rate of 18 per cent on all auto components. Currently 60 per cent of auto components are at 18 per cent, while the rest are at 28 per cent. A lower rate of GST will not only ensure better compliance but also help curb grey operations in the aftermarket," Jain said.

Martin Schwenk, MD, CEO at Mercedes-Benz India said corporate tax reduction

was a shot in the arm as it is directly correlated to economic growth.

"It will promote investment, help sustain profitability during challenging times and should also improve buying sentiments, thus helping the auto sector in long term," he pointed out.

Shekar Viswanathan, Vice Chairman and Whole-time Director at Toyota Kirloskar Motor, said the government's move is a welcome structural change and comes as a great respite to corporates.

"This positive move will lead to further investments in the country as well as create more business opportunities, including the 'Make in India' initiative," he said.

As far as automotive sector is concerned, Viswanathan said on a mid to long term basis, the government should consider the merits of moving towards a carbon (fuel efficiency)-based GST taxation policy which will not only lead to huge fossil fuel savings but will also help in lowering emissions.

Suvodeep Rakshit, Senior Economist at Kotak Institutional Equities, said this would increase the retained earnings of the companies and forms the investible surplus for future, moves India to parity with its regional peers thereby removing one of the issues related to manufacturing and exports, maintains macro prudence by continuing to favour investment cycle rather than consumption cycle.

On the flip side it will negatively impact the bond market as the revenue forgone due to the tax rate reduction

## ANALYSIS

# Component makers brace for tough year

Coming out of FY2019, when it clocked 14.5 percent growth and hit the \$57 billion revenue mark, the Indian component industry would have to deal with slower growth in FY2020 and some benefits filtering from the just-announced policy reforms. Nonetheless, suppliers are hard at work developing BS VI-related parts, enhancing quality and reducing component weight. **Mayank Dhingra** reports.

With the overall Indian automobile industry currently witnessing one of its worst slowdowns ever and all vehicle segments reporting double-digit monthly sales declines, its collaborative partner – the component industry – is also massively impacted. With large vehicle manufacturers like Maruti Suzuki India, Hero MotoCorp, Tata Motors and Ashok Leyland, among others, cutting production and also announcing temporary plant shutdowns, the ripple effect has many leading suppliers reducing their own production and also resorting to plant closures on specific days, all with a view to not have inventory levels pile up. And it's no secret that suppliers are already under cost pressures due to the ongoing development for meeting OEM requirements driven by new safety and BS VI emission norms.

Even after having a CAGR of 13 percent over the last decade, the auto industry is faced with a challenging situation of a 20 percent production cut. "The drop in demand and the uncertainty in regulatory changes have made the industry take its foot off the gas," said Ram Venkataramani, president,



Ninety-five percent of Mahindra & Mahindra's BS VI development work has been done in-house with localisation level as high as 99 percent and 80 percent if the sourcing by the component vendors is also included. A total of 125 vendors and 32 technology providers are part of the BS VI programme. MRV, Mahindra's R&D hub in Chennai, has filed 30 patents in the quest for BS VI-ready engines.

ACMA. "Compared to the last few years, FY2020 will see the components industry registering flat or marginal de-growth, but nowhere is the situation looking optimistic to post positive numbers by the fiscal end. Our priority right now is not

### HOW INDIA'S COMPONENTS INDUSTRY FARED IN FY2019

Turnover	Rs 395,902 crore / US\$ 57 billion (+14.5% YoY)
Contribution to GDP	2.3 percent
Forex earnings / Exports	Rs 1,06,048 crore / US\$ 15.16 billion (+11.3% YoY)
Share in India's exports	4 percent
Domestic aftermarket	Rs 67,491 crore / US\$ 10.1 billion (+9.78% YoY)
Employment	

Autocar Professional

## Deepak Jain is new ACMA President

He is joined by Sunjay Kapur, who is Vice President ACMA for 2019-20

The Automotive Component Manufacturers Association of India (ACMA) has appointed Deepak Jain, Chairman & Managing Director, Lumfax Industries Ltd, as its

President, and Sunjay Kapur, Chairman, Sona Comstar, as the Vice President for the term 2019-21. The announcement was made at the recent 59th ACMA Annual Session in New Delhi. Vinnie Mehta, ACMA Director General, said, "An industry veter-

an and a leading manufacturer of auto components & systems, Mr Jain has an in-depth understanding of industry dynamics."

Mr Jain said, "The industry is going through one of the most difficult times ever. It needs to prepare itself for the future, and so we have created a new pillar at ACMA to focus exclusively on Mobility."

Business Standard

# Auto firms must take up GST rate cut demand with states: Thakur

**NEW DELHI:** Amid clamour from the auto industry for a GST rate cut, Minister of State for Finance Anurag Thakur on Friday asked players in the sector to also take up the matter with state finance ministers who are part of the GST Council, and assured all support from the Centre.

Automobile and component manufacturers have been seeking GST cut on automobiles to 18 per cent from 28 per cent to help the sector come out of a prolonged slump that has resulted in job losses.

"You are aware that any rate cut on GST needs to be approved first by the fitment committee then by the GST Council. I request all of you to also reach out to the state finance ministers who are part of the GST Council," Thakur said while speaking here at the annual convention of the Automotive Component Manufacturers Association.

He said the finance ministry has received multiple representations from car manufacturers, dealers and many of the stakeholders regarding



the GST rate cut. "Various OEMs (original equipment manufacturers) are based out of various parts of the country. The issue is whether they (the manufacturers) taking these issues with their finance ministers or not," Thakur later said while speaking to reporters on the sidelines.

He said state finance ministers should be equally aware of the challenges faced by the OEMs or the auto-

mobile manufacturers. "Our humble request is to apprise them also so that whenever this issue is discussed in the GST Council meeting, everyone should have their view point," he added.

Thakur had reminded the gathering that Finance Minister Nirmala Sitharaman has already suggested in the last meeting that the Centre was open to take it to the GST Council for

deliberation, and most of the decisions were unanimous in the previous GST Council meeting.

The next GST Council meeting will be held on September 20 in Goa.

Thakur said the government has already come out with slew of measures to address challenges faced by the auto industry. "So, that is the priority our government is giving to this industry," he said.

"Let me assure you we stand by you at this juncture and we will be there to listen to your challenges as we know you are going to play the most important role in making India a \$5-trillion economy by 2024-25," he said. The government will consider various measures including the scrappage policy and we are working closely on that as per demand of the industry, he said.

"This industry is going to do well.... (instead of) looking at this as a challenge, we will take it as an opportunity and be among the top-three countries in automobiles in the world," he said adding that the companies "can do it... whatever decision we take, we will take."

DT Next

#### STATIC RATE

ACMA seeks uniform 18% GST on all components

ENS ECONOMIC BUREAU @ New Delhi

IN the wake of severe slowdown in the auto sector, auto components industry on Friday demanded a uniform 18 per cent GST to help companies with their working capital borrowings, which could be used to invest in long-term assets. Currently about 60 per cent of components are taxed at 18 per cent, while the remaining high value parts attract a duty of 28 per cent.

"Since we are largely a B2B business, uniform 18 per cent GST would not have an impact on the government exchequer, but would help our membership in managing their working capital borrowings, which could be better used to invest in long-term assets," said Ram Venkataramani, Automotive Component Manufacturers Association of India (ACMA) president, at the association's annual summit.

The decline in auto sales coupled with higher Goods and Services Tax (GST) rates and increase in import of components from Asian nations has impacted the country's component industry which employs 50 lakh people and contributes 2.3 per cent to India's gross domestic product (GDP).

After clocking 15 per cent growth last fiscal, the demand has been a challenge for the sector since September 2018 and this would result in subdued results for FY20 in line with the market sentiments, Venkataramani added. Moreover, meeting newer emission and safety norms, and gradually shifting towards electric mobility has added pressure to the component industry.

Attending the event, Maruti Suzuki India MD and CEO Kenichi Ayukawa asked the components makers to start manufacturing electronic vehicles and certain key parts in the country

The New Indian Express

# GST Council yet to arrive at a consensus on rate cut for auto sector: Anurag Thakur

Minister urges industry to convince State finance ministers opposed to the idea

#### OUR BUREAU

New Delhi, September 6

The GST council is yet to reach a consensus on 10 per cent rate (from 28 per cent to 18 per cent) cut for automobiles, as some of the State finance ministers are against the proposal.

"We are open to taking it to the Council but most decisions there are taken unanimously. I would like the industry to also reach out to individual State finance ministers who are also part of the GST council," Minister of State, Finance Anurag Thakur said.

#### Role of State FMs

"This government is with you and we will do whatever it takes," he said at the 59th Convention of Automotive Components Manufacturers Association of India (ACMA) here. Some States including West Bengal, Tamil Nadu and Kerala

are against the GST rate cut.

Any rate cut on GST has to be first approved by the GST fitment committee and then sent to the Council at the next meeting. The fitment committee has met on Friday and the meeting will continue for one more day on Saturday.

Till all the States agree to the proposal, the GST Council is unlikely to take up the rate cut for automobiles. The Council is scheduled to meet on September 20 in Goa.

He said state finance ministers should be equally aware of the challenges faced by the automobile manufacturers. "Our humble request is to apprise them also so that whenever this issue is discussed in the GST Council meeting, everyone should have their view point," he said.

Nitin Gadkari, Minister of Road Transport and High-



(from left) Rajan Wadhera, President, SIAM; Kenichi Ayukawa, MD and CEO of Maruti Suzuki India; Ram Venkataramani, President, ACMA; Anurag Thakur, Minister of State-Finance; Arjun Ram Meghwal, Minister of State- Heavy Industries and Public Enterprises, at the 59th annual session of ACMA, in New Delhi, on Friday. KAMAL NARANG

ways, had assured the auto industry, on Thursday, that he will push for reduction in rates with the Finance Minister.

Meanwhile, Thakur also said that the government is doing its best to help the auto industry and have taken some good decisions in the recent past. "In the first meeting to address the economic slowdown, on August 23, we listed a number of initiatives to help

the automotive industry. That shows that we treat this industry on priority. If you take one step from your end, I can assure you we will take four steps from our side," Thakur added.

#### Festival season demand

The auto industry is also voicing together for help from the government so that the festive season traction.

"In order to get out of the current crisis and not miss the festive season, we require clarity from the government, here and now, on GST and scrapage policy," Guenter Butschek, Managing Director and Chief Executive Officer, Tata Motors, said.

Not only Tata Motors but also other companies including Mahindra & Mahindra and two-wheeler maker TVS Motor are also seeking GST cut for automobiles.

"If the government does not believe, for whatever reasons, that it will not be able to reduce the GST, then actually let us know it here and now, loud and clear. Because that's the customer expectation at this point of time, and it's the reason why we currently see lots of cancellations of bookings. Why we actually see empty showrooms is because of the fact that customers expect there is a better deal com-

The Hindu Business Line

# Industry heads urge suppliers to master the quality mantra

Amidst the deepening downturn, the annual ACMA Convention sees captains of the automobile industry exhort the Indian component supplier community to heighten their focus on quality, make zero-defect products a mission and think global too. An ACMA-McKinsey study also details how the domestic component industry can gear up for six impending discontinuities. Kiran Bajad reports.

Three days after the Automotive Component Manufacturers Association (ACMA) held its 59th Annual Convention in New Delhi on September 6, the Society of Indian Automobile Manufacturers (SIAM) released the August 2019 sales/despatch numbers. Not surprisingly, the red ink is splashed everywhere, with sales plunging across all vehicle segments. While both SIAM and ACMA have called for reduction of GST to revive auto sales, it remains to be seen if the GST Council, which is to meet in Goa on September 20, will accede to their request.

From the point of view of the component industry, which is heavily reliant on the fortunes of domestic vehicle manufacturers, the ongoing slowdown is proving to be a troubled time. Suitably enough, the theme for the annual session was 'Future of Mobility - Embracing the Discontinuity' with all stakeholders - captains of industry representing all the Tier 1 and 2 suppliers, OEMs and government officials - present. The mood was understandably



sober as every delegate in attendance was keen to understand what industry experts and policy makers had to say on the way forward, particularly how long the downturn will persist, how industry can tackle this unprecedented challenge, the policy response from the government, OEMs perspectives around production and inventory

**L-R: Maruti Suzuki's Kenichi Ayukawa; Tata Motors' Guenter Botschek and Lumax Industries' Deepak Jain. Above right: Shobana Kamesani, past president, CII and executive vice-chairperson, Apollo Hospitals Group; Ram Venkataramani, president, ACMA and director, Amalgamations Group; Anurag Thakur, Minister of State for Finance; and Arjun Ram Meghwal, Minister of State for Heavy Industries.**



management, and the smoother rollout of BS VI-compliant vehicles starting April 1, 2020. Speaking in the inaugural session, **Ram Venkataramani, president, ACMA and director, Amalgamations Group**, said, "Indian suppliers should use these changing times to shift from labour-

a shift from 'Make in India' to 'Innovate in India', to ensure higher profitability through higher exports." Referring to the deliberations at the SIAM Convention a day earlier, Venkataramani said, "Change is inevitable, which is either driven by government policies or by consumer preference."

# MINISTER HECKLED IN AUTO MEET

OUR BUREAU / NEW DELHI

Businessmen are getting restive over the economic slump.

This was in evidence on Friday when Minister of State for Finance Anurag Thakur was heckled and forced to leave the annual convention of the Automotive Component Manufacturers Association at Hotel Taj Palace.

The minister was citing the factors behind the slowdown when one Jasbeer Singh of G S Auto, an auto part manufacturer, sprang to his feet to say that the protracted slump in the automobile sector was largely due to "delayed effects of demonetisation," as people don't have the money to spend.

The audience got annoyed when the minister tried to engage the person and demanded: "If this is the delayed effect of demonetisation, how do you

move forward?"

"If interest rates have come down after the RBI's recent decision, discounts are being offered by companies and many other initiatives have been taken by the central government, why is the industry not witnessing the same kind of demand?"

"Is the demand coming down globally or is it only coming down locally?" he questioned.

"The other issue is people are using cabs more or maybe they are looking at other options like electric vehicles (EVs), BSVI vehicles... What are the main reasons? There could be many reasons for that. Is it just cyclical?" he asked the gathering.

Sensing the mood of the gathering, the minister took the cue and quietly made his exit.

The association members were also irked by Thakur's remark that the Centre can't cut the GST rates to boost de-

mand; nor were they receptive to his advice to reach out to the state finance ministers who are part of the GST council which alone can reduce the rates.

Minister of State for Heavy Industries Arjun Ram Meghwal later tried to calm frayed tempers by pointing out that demonetisation and GST were the much needed economic reforms that would herald a \$5 trillion economy.

"This is economic reform, sir. It turned India into a \$3 trillion economy," the minister asserted. He also urged the gathering not to blame the government for their own follies, particularly when the government is going out of the way to help them.

SIAM President Rajan Wadhera, however, blamed the government for the abrupt transition on March

The Free Press Journal

# Maruti, Tata Motors urge parts suppliers to target zero defects

Pay attention to quality as industry prepares for a transition to BS-VI emission norms, say automakers

Amit Pandey  
amit.pt@livemint.com  
MUMBAI

**M**aruti Suzuki and Tata Motors have urged auto component suppliers to build capabilities by investing in research and development (R&D) and ensure zero defect products. Addressing suppliers at the 59th annual session organized by the Automotive Component Manufacturers Association of India (Acma) in Delhi on Friday, vehicle manufacturers asked suppliers to pay greater attention to quality, as the auto industry prepares for a transition to new safety measures and BS-VI emission norms.

"Please develop your capabilities. It is time now for India to manufacture zero defect products. Quality deserves a much greater attention from the top managements at the suppliers," Kenichi Ayukawa, managing director and CEO, Maruti Suzuki India Ltd, said. He emphasized the need for "maintaining consistent quality benchmarks" while addressing a gathering of about 900 delegates from the auto industry, largely component suppliers.

Ayukawa said developing supplier capabilities was the next big challenge. "You will remember the hand holding that you got from the vehicle manufac-



Maruti Suzuki India's CEO Kenichi Ayukawa (left) and Tata Motors MD Guenter Butschek.

turers. Please carry the same process in the same spirit with your suppliers." He urged tier-1 suppliers to guide the medium and small scale

month to correct a defect in the fuel hose unit that had impacted over 40,000 units manufactured between 15 November 2018 and 12

Guenter Butschek, managing director, Tata Motors, said: "The millennial customers have faster turnaround expectations and zero

## FOCUS ON QUALITY

**MARUTI** CEO urges tier-1 suppliers to help small scale firms in manufacturing value chain

**THE** firm had recalled WagonR hatchbacks last month over defect in the fuel hose unit

**TATA MOTORS** MD Butschek stressed that suppliers must identify pain points and address them

**BUTSCHK** said the auto ancillary units have to drive supply chain efficiencies via Industry 4.0

companies in the automotive manufacturing value chain.

Maruti Suzuki had issued a recall of its WagonR hatchbacks last

August 2019.

A voluntary recall is an added cost for the company as well as for the parts makers involved.

We must also quickly align to the changing market dynamics and technology at play," he said. "Preparation for ACES (autonomous,

connectivity, electric and shared mobility) will lead the industry forward." Butschek said the auto ancillary units have to drive supply chain efficiencies via Industry 4.0. "The buck doesn't stop at the tier-1 suppliers," he said, highlighting the need for medium- and small-scale suppliers to chip in and enhance efficiency and quality.

Rohit Saboo, president and CEO, National Engineering Industries Ltd, a leading supplier of bearings to automakers, said Industry 4.0 helps suppliers in predicting failures and reducing downtime of machines, besides driving efficiency, and reducing losses and turnaround time.

Ayukawa also stressed the need to skill people as automakers were looking at rolling out world class vehicles in India. "A root cause analysis of the defects shows that more than half of the defects are due to human error. This means we are underestimating the importance of training and skilling our people."

Ayukawa urged suppliers to develop in-house research and development capabilities. He said Maruti Suzuki cars have about 90% localized content, given that some key electronics components are still imported.

"But we want to make in India. If anybody can make key electronic components in India with quality and reliability, it will help not only your company but also the Indian automobile industry."

# Anurag Thakur heckled over DeMo and slowdown

**NEW DELHI:** Minister of State for Finance Anurag Thakur was heckled at an ACMA event on Friday after he asked auto industry players why sales had not picked up despite measures taken by government, RBI intervention and big discounts by manufacturers, to which a participant interjected and said it was because of the "demonetisation effect".

Thakur was seeking inputs from industry players on the reasons behind the slowdown, despite government's efforts to support the ailing sector, at the Automotive Component Manufacturers Association of India (ACMA) annual summit.

Jasbir Singh of GS Auto

Ludhiana interrupted the junior finance minister's address, said "This is the delayed effect of demonetisation. People don't have money!" Thakur, however, kept his composure and repeatedly said "Thank you".

Later on, Minister of State for Heavy Industries and Public Enterprises Arjun Ram Meghwal during his speech took the argument to Singh asserting that demonetisation and goods and services tax were economic reforms which were needed to make India a USD 5-trillion economy.

Meghwal said, "This country has to develop, and you are trying to run a parallel economy."

"Parallel economy cannot run under the Modi government," the minister

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Mint

## Lumax Industries CMD Deepak Jain named ACMA's new President

**PRESS TRUST OF INDIA**

New Delhi, September 6

Auto components industry body ACMA on Friday said it has appointed Lumax Industries Chairman and Managing Director Deepak Jain as its new President.

Besides, Sona Comstar Chairman Sunjay Kapur has been appointed as the new Vice-President for the 2019-21 term, the Automotive Component Manufacturers Association of India (ACMA) said in a statement.

"An industry veteran and a leading manufacturer of auto components and systems, Jain has an in-depth understanding of industry dynamics," ACMA Director General Vinnie Mehta said.

Jain said that the industry is going through one of the most difficult times ever and it needs to prepare itself for the future.

Over 800 manufacturers, who contribute over 80 per cent of

The Hindu Business  
Line

## Editor's viewpoint



Governing Editor  
JOGINDER P. MALHOTRA

### Swift action is the need of the hour

**W**ITH auto sales sliding for over 13 months now, the mood at the annual meets of SIAM and ACMA this year was, expectedly, sombre. Captains of the industry were vociferous in demanding cut in GST as the only way for revival and the ministers' assurances on this front were the only solace. With festival season just a few weeks away, the demand assumes urgency and the industry's hopes hinge upon swift action from the Government side.

The automobile industry recorded the worst decline since 1997-98 in the month of August with overall passenger vehicles' sales dropping by a whopping 31.57 per cent. The biggest hit was taken by cars, the sales of which declined by 41.09 per cent. While releasing the data, industry body SIAM highlighted the "urgent

**WITH FESTIVAL SEASON JUST  
A FEW WEEKS AWAY, THE  
DEMAND ASSUMES URGENCY  
AND THE INDUSTRY'S HOPES  
HINGE UPON SWIFT ACTION**

need for Government to come out with some kind of a bigger stimulus package and to strengthen the stimulus that has already been given by giving the industry a reduced GST rate from 28 to 18 per cent". It also emphasised that "in case we miss on this opportunity, the festival season will also probably not be good".

The demand was reiterated at both the mega events which saw the presence of senior ministers and top policy-makers, besides the prominent members of the automobile manufacturing and component industry. While the Road Transport & Highways Minister, Mr Nitin Gadkari, assured the industry at the SIAM Annual Convention that he will take up its demand for GST reduction with the Finance Minister, MoS for Finance, Mr Anurag Thakur, told the ACMA gathering that a decision on GST rates on automobiles could be taken in the next GST Council meeting on September 20. No doubt, these are words of comfort but a quick action is the need of the hour, and that is what the industry is expecting before the situation worsens.

While announcing a slew of measures on August 23 to help revive a flagging economy, the FM had kept the auto industry on her radar. On September 14, she came up with fresh steps, including a new scheme to refund the duties and taxes on exports, in a bid to stimulate exports and the economy. The responsive nature of the Government gives the automobile industry hope that its demand on GST reduction too will be conceded post-haste.

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Updated : September 07, 2019 11:22 AM IST

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## Auto Industry Warns of More Job Losses If Slowdown Continues

With the industry slated to move to BS-VI emission norms from April next year, automobile makers warn that a price increase amid a slowdown would further compound the problem.

All India | Press Trust of India | Updated: September 05, 2019 20:33 IST

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**ACMA seeks uniform 18 pc GST on all components**

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## ACMA seeks uniform 18 per cent GST on all components

*The auto components industry currently employs 50 lakh people and contributes 2.3 per cent to India's gross domestic product (GDP).*

PTI | Sep 06, 2019, 12.01 PM IST Save







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**NEW DELHI:** Auto components industry on Friday sought uniform 18 per cent GST in order to help companies with their working capital borrowings which could be used to invest in long-term assets. The auto components industry currently employs 50 lakh people and

**The Economic Times**

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# Auto industry seeks govt help in smooth transition to BS-VI emission norms

PTI New Delhi | Updated on September 06, 2019 | Published on September 06, 2019



Automotive industry body SIAM on Friday sought government intervention to help the sector in smooth transition to BS-VI emission norms from April

The Hindu Business Line

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# Auto cos seek government help for smooth transition

Hans News Service | 6 Sep 2019 11:22 PM IST



**HIGHLIGHTS**

The transition is very abrupt on March 31, both manufacturing and sales (of BS-IV vehicles) stop. This has never ever happened in anywhere in the world - SIAM President Rajan Wadhwa.



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## Continuance of slowdown could lead to more job losses, social consequences: Auto industry

Press Trust of India | New Delhi

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## Key takeaways from top industry leaders at the 59th ACMA annual session

A common insight, shared by the top industry leaders, at the 59th ACMA annual session states that the transition to BS-6 emission regulations is one of biggest challenges that the auto industry has faced and that the uncertainty pertaining to the same has to be cleared out in order to ensure recovery.

By: **Ayush Arya** | Updated: September 6, 2019 4:11 PM

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Business, Companies

# ACMA seeks uniform 18 per cent GST on all components

PTI

Published: Sep 6, 2019, 12:52 pm IST

Updated: Sep 6, 2019, 12:52 pm IST



The auto components industry currently employs 50 lakh people and contributes 2.3 per cent to India's GDP.



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## 'Auto firms should also take up GST rate cut demand with State FMs'



SPECIAL CORRESPONDENT

NEW DELHI, SEPTEMBER 06, 2019 12:53 IST  
UPDATED: SEPTEMBER 06, 2019 12:53 IST

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### 'Issue to figure in GST Council meet'

Stating that the central government was willing to put forth the auto industry's demand for a rate cut at the upcoming meeting of the GST Council, Minister of State for Finance Anurag Thakur asked the sector to also take up the matter with the States, who together have the majority vote in the Council.

"We have received representation from dealers and other stakeholders re...

The Hindu



60% of components are taxed at 18% currently, while the remaining high value parts attract a duty of 28%

## Auto component makers seek uniform 18% GST

2 min read . Updated: 06 Sep 2019, 01:42 PM IST  
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- The auto components industry currently employs 50 lakh people and contributes 2.3% to India's gross domestic product

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### Junior FM Anurag Thakur Heckled At Delhi Auto Event As Man Blamed Note Ban For Slowdown

In a minor heckling, Union Minister Anurag Thakur on Friday was confronted at the industry event here with allegation that government's demonetisation exercise was to blame for the current slowdown that has impacted the economy.

By: IANS  
Updated: 06 Sep 2019 08:46 PM

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Industry Deepak Jain ACMA vice present ACMA president Sunjay Kapur People movement new appointments ACMA Annual convention

## ACMA appoints Deepak Jain as President and Sunjay Kapur as Vice President for 2019-21

The announcement was made at the 59th Annual Session of ACMA.

ETAuto | Updated: September 06, 2019, 15:30 IST

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 New Delhi: The apex body representing India's auto component manufacturing industry, Automotive

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## Maruti asks auto component industry to produce key parts in India

CEO Kenichi Ayukawa believes local manufacturing of key parts will push Make in India initiative.

INDIA Updated: Sep 06, 2019 14:10 IST


Press Trust of India New Delhi



Hindustan Times

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**Auto industry stuck in reverse**

The automobile industry in India is in the chokehold of a slowdown that began about a year ago. A revival seems some distance away.

Fortune India

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By Mayank Dhingra 06 Sep 2019

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Vinnie Mehta, Director General of the Automotive Component Manufacturers Association (ACMA)

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## ACMA Seeks Uniform 18% GST on all Components to Help Companies With Working Capital Borrowings

Automotive Component Manufacturers Association of India President Ram Venkataramani said that about 60 per cent of components is taxed at 18 per cent currently.

PTI | Updated: September 6, 2019, 12:18 PM IST



News 18

## Outlook

THE NEWS SCROLL

06 SEPTEMBER 2019 Last Updated at 2:04 PM | SOURCE: PTI

### Auto industry seeks govt help in smooth transition to BS-VI emission norms



New Delhi, Sep 6 (PTI) Automotive industry body SIAM on Friday sought government intervention to help the sector in smooth transition to BS-VI emission norms from April next year, saying the prospect of abrupt stoppage of manufacturing and sales of BS-IV vehicles overnight posed a "monumental" challenge.

Speaking at the annual convention of the Automotive Component Manufacturers Association of India (ACMA), SIAM President Rajan Wadhera said vehicle manufacturers and component suppliers were on track to meet stricter emission norms, but expressed concern over availability of BS-VI fuel across the country.

"The transition is very abrupt on March 31, both manufacturing and sales (of BS-IV vehicles) stop. This has never ever happened in anywhere in the world," Wadhera said.

It is extremely difficult to predict sales and plan inventories in such a way to have zero inventory on end of March, he added.

"This itself is giving speculation and confusion in customers and in huge loss for the entire auto fraternity," Wadhera said.

Turning to Minister of State (MoS) for Finance Anurag Thakur and MoS Heavy Industries and Public Enterprises Arjun Ram Meghwal, he said, "So sir, we request you to please look at this, and from time to time over the next few weeks we shall interact with you to give us a possible solution to this very big complex thing which is coming."

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## Auto players should also take up GST rate cut demand with state FMs: MoS Finance Anurag Thakur

Amid clamour from the auto industry for a GST rate cut, Minister of State for Finance Anurag Thakur on Friday asked players in the sector to also take up the matter with state finance ministers who are part of the GST Council, and assured all support from the Centre.

PTI New Delhi  
 Published on: September 06, 2019 14:17 IST

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## Continuance of slowdown could lead to more job losses, social consequences: Auto industry

Business Today

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## Auto players should take up the GST rate cut demand with state FMs: Anurag Thakur


*Automobile and component manufacturers have been seeking GST cut on automobiles to 18 per cent from 28 per cent to help the sector come out of a prolonged slump that has resulted in job losses.*



Published: 06th September 2019 02:37 PM | Last Updated: 06th September 2019 08:00 PM



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## Auto Slowdown: Industry Body Seeks Uniform 18% GST On Auto Components

**Bloomberg Quint**

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## Centre may raise auto sector's plea at GST Council

*The industry has demanded that the GST should be brought down to 18 per cent to reverse*

IANS | New Delhi | September 6, 2019 5:26 pm



The Statesman

## Auto industry seeks govt help in smooth transition to BS-VI emission norms

Speaking at the annual convention of the Automotive Component Manufacturers Association of India (ACMA), SIAM President Rajan Wadhwa said vehicle manufacturers and component suppliers were on track to meet stricter emission norms, but expressed concern over availability of BS-VI fuel across the country.

PTI  
@moneycontrolcom



## राज्यों के वित्त मंत्रियों के समक्ष उठाएं जीएसटी मुद्दा

भाषा  
नई दिल्ली, 6 सितंबर

वित्त राज्य मंत्री अनुराग ठाकुर ने शुक्रवार को वाहन कंपनियों से वस्तु एवं सेवा कर (जीएसटी) में कटौती का मुद्दा जीएसटी परिषद में शामिल राज्य के वित्त मंत्रियों के समक्ष भी उठाने को कहा। साथ ही उन्होंने केंद्र की तरफ से हरसंभव सहायता का आश्वासन भी दिया। वाहन उद्योग के जीएसटी दर में कटौती की मांग के बीच उन्होंने यह बात कही है। वाहन और कलपुर्जे बनाने वाली कंपनियां जीएसटी दर को 28 फीसदी से घटाकर 18 फीसदी पर लाने को कहा है ताकि क्षेत्र को सुस्ती से बाहर निकालने में मदद मिले।

वाहनों के कलपुर्जे बनाने वालों के संगठन (ऑटोमोटिव कंपोनेंट मैनुफैक्चरर्स एसोसिएशन) के सालाना सम्मेलन में ठाकुर ने कहा, आपको पता है कि जीएसटी दर में किसी भी प्रकार की कटौती के लिए पहले फिटमेंट कमेटी (समायोजन समिति) से और उसके बाद जीएसटी परिषद से मंजूरी लेनी होती है। मैं आप सभी से जीएसटी परिषद में शामिल राज्यों के वित्त मंत्रियों से मिलने और उनके समक्ष अपनी बात रखने का आग्रह करता हूँ।

ठाकुर ने कहा कि वित्त मंत्रालय को कार विनिर्माताओं, डीलरों और



अनुराग ठाकुर

संबंधित पक्षों से जीएसटी दर में कटौती को लेकर कई ज्ञापन मिले हैं। उन्होंने बाद में संवाददाताओं से कहा, कई मूल उपकरण विनिर्माता (ओईएम) देश के विभिन्न हिस्सों में काम कर रहे हैं। मुद्दा यह है कि क्या वे इस मामले को अपने वित्त मंत्रियों के समक्ष उठाते हैं या नहीं? ठाकुर ने कहा कि राज्यों के वित्त मंत्रियों को ओईएम या वाहन निर्माताओं की चुनौतियों से अवगत होना चाहिए। ठाकुर ने कहा, हमारा आग्रह है कि उन्हें भी इस बारे में अवगत कराएं ताकि जब भी जीएसटी परिषद में इस मुद्दे पर चर्चा हो। ठाकुर ने कार्यक्रम में कहा कि वित्त मंत्री निर्मला सीतारमण पिछली बैठक में कह चुकी हैं कि मामले पर विचार के लिए केंद्र उसे जीएसटी परिषद में लेने जाने के लिए तैयार है। जीएसटी परिषद की आगामी बैठक में

Business Standard

## मांग घटतां ओटो क्रोम्पोनन्ट उद्योगे यादु वर्षे \$2bना रोकाशनी योजना पर ब्रेक भारी

नवील पान  
नवी दिल्ली

ओटोमोबाइल्सनी मांगमां घटाओ थयो डोवाथी ओटो क्रोम्पोनन्ट उद्योगे यादु वर्षे माटे घडेवी ओछामां ओछी भे अबज डोवर (लगभग ₹१४,३३० करोड) नी रोकाश-योजनाने मोकूँ राणी डोवानुं ओटोमोटिव क्रोम्पोनन्ट मेन्युक्चरर्स एसोसिएशनना नवा प्रेसिडन्ट टीपक जैने कहुं छतुं.

जैने कहुं छतुं के, क्षमतामां वधारो डरवा माटे जे रोकाश करवाना योजना छती तेने पाछी डेववामां आवी छे परंतु इन्वैशन पाछण उद्योग डजु पक्ष योक्स रोकाश करी रहुं छे. तेमछे कहुं छतुं के, प्रदूषणने अंडुशमां राधवा माटेना कडक BS-VI नियमोनुं पालन करवा माटे उद्योगे ₹८०,०००-१,१०,००० करोड जेटलुं रोकाश क्युं छे.

“आपछे पठ अबज डोवरना ओटो क्रोम्पोनन्ट उद्योगनी वात करीअे तो, सामान्य रीते इन्वैस्टमेन्ट रेशियो १:३ अथवा १:४ रहेतो छीय छे, आथी वधारानी आवक मेणववा माटे, धारो के अमे गथा वर्षे १४ टकना धरे वृद्धि करी छीय तो, ते प्रभाछे रोकाशनी



आंकडो भे अबज डोवरनी आसपास धरि शके छे, जेने अत्यारे पाछी डेवववामां आव्यो छे.” अमे जैने इकोनोमिक टाइम्सने आपछी भास मुलाकातमां ज्ञप्प्युं छतुं. डेपेसिटी युटिलाइजेशन रेट सामान्य संजोगोमां ७५-८० टका रहेतो छीय छे, जे अत्यारे घटीने ५०-६० टका धरि गयो छे अमे जैने कहुं छतुं. जेना कारछे

लगभग १,००,००० लोकछे रोजगारी गुमावी छे अमे जप्पावीने तेमछे उमेर्युं छतुं के, “हुं स्पष्टता करीश के, सप्टेम्बर २०१८मां अमे क्षमतानी महत्तम उपयोग क्यो छती. अमे भे आंकडाना तंदुरस्त रेट पर वृद्धि करी छती. मेन्युक्चरिंग सेक्टरमां, जो पिक डेपेसिटी छीय अने ८० टका डेपेसिटी युटिलाइजेशन थाय तो क्षमतामां विस्तरणनी शरूआत थाय छे. आथी, अमे पक्ष विस्तरण योजनाओ धरी छती.”

“पक्ष कमनसीबी कडेवाय के, मांग घटी अने अमारो युटिलाइजेशन रेट पक्ष १००थी घटीने ८० धरि गयो. आथी, डवे अमे ५०-६० टका क्षमताअे काम करी रखा छीअे ज्यारे ४० टका क्षमता वपराया वगरनी छे.” अमे जैने कहुं छतुं.

समान सूर व्यक्त करतां अग्रणी ओटो क्रोम्पोनन्ट कंपनी JBM ग्रूपना अेक्झिक्युटिव डिरेक्टर निशांत आर्यअे कहुं छतुं के, “अमे क्षमतामां वधारो करवाना तमाम रोकाश योजना पाछी डेवी छे कारछा के, मांग घटी गई छे अने अमे मांग साथे उत्पादन सेट करवा माटे शिफ्ट घटाडी रखा छीअे.” श्रीराम पिस्टन्स & रिंग्स योजना

The Economic Times

## अर्थ राज्यमंत्री ठाकूर यांना भाषणात अडवले

लोकमत न्यूज नेटवर्क

नवी दिल्ली : केंद्रीय अर्थ राज्यमंत्री अनुराग ठाकूर यांना शुक्रवारी स्वयंचलित वाहन उद्योगाच्या कार्यक्रमात विचित्र परिस्थितीला तोंड द्यावे लागले. ठाकूर यांचे भाषण सुरु असताना एकाने त्यांना अडवून आजची परिस्थिती ही नोटाबंदीच्या निर्णयाचा परिणाम असून, लोकांकडे पैसाच नाही, असे म्हटले.

ऑटोमोटिव्ह कॉम्पोनंट मॅन्युफॅक्चरर्स असोसिएशन ऑफ इंडियाच्या परिषदेत ठाकूर यांना प्रश्न विचारला गेला. ठाकूर यांनी स्वयंचलित वाहन उद्योगकांना प्रश्न विचारला होता की, सरकारने अनेक उपाय योजले, रिझर्व्ह बँकेने हस्तक्षेप केला आणि उत्पादकांना मोठ्या सवलती दिल्या. तरीही स्वयंचलित वाहनांच्या विक्रीला उठाव का नाही?

त्यावर सहभागी झालेल्या एकाने मध्येच म्हटले की, हा परिणाम नोटाबंदीचा आहे. अडचणींना तोंड देत असलेल्या स्वयंचलित वाहन उद्योगाला सरकारने पाठबळ दिल्यानंतरही वाहनांच्या विक्रीत मंदी आल्याची कारणे काय याची माहिती ठाकूर याच उद्योगाकडून

Lokmat

## सुट्या भागांची निर्मिती करणारे उद्योग संकटात

नवी दिल्ली : वाहन उद्योगातील सुस्तीचा थेट परिणाम सुटे भाग बनविणाऱ्या कंपन्यांवर झाला असून, या उद्योगांकडील ऑर्डरचे प्रमाण मोठ्या प्रमाणावर घटले आहे. त्यामुळे या क्षेत्रात गुंतवणूक करणाऱ्या कंपन्यांनी हात आखडता घेतला असून, त्यामुळे १४,३०२ कोटी रुपयांचा फटका

बसला आहे. 'ऑटोमोटिव्ह कंपोनेंट मॅन्युफॅक्चरर्स असोसिएशन'चे (अॅक्मा) अध्यक्ष दीपक जैन यांनी ही माहिती दिली आहे. सुटे भाग निर्मिती उद्योगातील गुंतवणुकीला खीळ जरी बसली असली, तरी ऑटो इनोव्हेशनमधील गुंतवणूक कायम असल्याचे चित्र आहे.

देशातील सुट्या उद्योगांच्या बाजारपेठेतील वार्षिक उलाढाल चार लाख कोटी रुपयांची आहे. 'सुट्या भागांची निर्मिती करणाऱ्या कंपन्यांच्या एकूण क्षमतेच्या केवळ ५० ते ६० टक्केच काम सध्या उपलब्ध

Maharashtra Times

# মারুতির বিরতি

মন্দায় বেসামাল দেশের সবচেয়ে বড় গাড়ি প্রস্তুতকারী সংস্থা

দু'দিন বন্ধ উৎপাদন দশ বছরে প্রথম

নিজস্ব প্রতিদিন: মারুতি, ৪ সেপ্টেম্বর- দশ বছরে এই প্রথম, দু'দিনের জন্য উৎপাদন স্থগিত রাখার সিদ্ধান্ত নিল দেশের সবচেয়ে বড় গাড়ি প্রস্তুতকারী সংস্থা মারুতি সুজুকি ইন্ডিয়া। টানা দশ মাস ধরে ভরসাক মশা করছে গাড়ির বাজারে। মারুতি হতে সবচেয়ে বেশি বিক্রি। মারুতি হতেই দেশের স্থায়ী অধিকারী বন্ধ করল। শিল্প মন্ত্রিকদের তরফে যাতে সার্বভৌম হওয়ার হস্তক্ষেপ নেওয়া যায় তাই মারুতিতে দু'দিনের জন্য উৎপাদন স্থগিত রাখা হয়েছে। মারুতিতে দু'দিনের জন্য উৎপাদন স্থগিত রাখা হয়েছে। মারুতিতে দু'দিনের জন্য উৎপাদন স্থগিত রাখা হয়েছে।



সার দিয়ে গাড়ি করানো আছে মারুতি গাড়ি। বিক্রি সেই। তাই বাজারে মারুতি গাড়ি নেই। মারুতিতে মারুতি কারখানা গিটারাইর বেলা হই।

মারুতিতে দু'দিনের জন্য উৎপাদন স্থগিত রাখা হয়েছে। মারুতিতে দু'দিনের জন্য উৎপাদন স্থগিত রাখা হয়েছে। মারুতিতে দু'দিনের জন্য উৎপাদন স্থগিত রাখা হয়েছে। মারুতিতে দু'দিনের জন্য উৎপাদন স্থগিত রাখা হয়েছে। মারুতিতে দু'দিনের জন্য উৎপাদন স্থগিত রাখা হয়েছে। মারুতিতে দু'দিনের জন্য উৎপাদন স্থগিত রাখা হয়েছে। মারুতিতে দু'দিনের জন্য উৎপাদন স্থগিত রাখা হয়েছে। মারুতিতে দু'দিনের জন্য উৎপাদন স্থগিত রাখা হয়েছে।

Ganashakti

## দেশ में ही बनें इलेक्ट्रॉनिक्स कंपोनेंट : मारुति

जायू, नई दिल्ली : देश की सबसे बड़ी कार कंपनी मारुति सुजुकी इंडिया ने ऑटो कंपोनेंट निर्माताओं से वाहनों के लिए इलेक्ट्रॉनिक्स और अन्य प्रमुख पार्ट्स बनाने को कहा है, ताकि इनके लिए आयात पर निर्भरता घटाई जा सके। स्थानीय स्तर पर इस तरह के कंपोनेंट की मैन्यूफैक्चरिंग न केवल मारुति सुजुकी के लिए मददगार साबित होगी, बल्कि सरकार के मेक इन इंडिया से संबंधित प्रयासों को भी इससे मजबूती मिलेगी। कंपनी मानती है कि कंपोनेंट इंडस्ट्री को भविष्य में दुनियाभर में स्पर्धी बनने के लिए घरेलू स्तर पर रिसर्च और डेवलपमेंट की शुरुआत करनी होगी।

मारुति सुजुकी इंडिया के एमडी व सीईओ केनिची अयुकावा ने ऑटो कंपोनेंट मैन्यूफैक्चरर्स एसोसिएशन (एक्मा) के सालाना सम्मेलन को संबोधित करते हुए कहा कि वर्तमान में मारुति सुजुकी में 90 परसेंट घरेलू पार्ट्स का इस्तेमाल होता है। लेकिन इलेक्ट्रॉनिक्स से जुड़े व कुछ अन्य प्रमुख पार्ट्स आयात करने पड़ते हैं। घरेलू कंपोनेंट इंडस्ट्री को इस तरफ ध्यान देना चाहिए। अयुकावा ने कहा कि अगर घरेलू कंपोनेंट कंपनियां भी विदेशी कंपनियों की क्वालिटी और भरोसे वाले इलेक्ट्रॉनिक्स कंपोनेंट बनाती हैं, तो मारुति सुजुकी के साथ-साथ पूरी भारतीय ऑटोमोबाइल इंडस्ट्री को लाभ होगा। उन्होंने कहा कि इसके लिए फोकस करना

Dainik Jagran

## वाहन उद्योगाला जीएसटी बैठकीत करसवलत मिळणे कठीणच!



■ नवी दिल्ली : भारतातील वाहन विक्रीमध्ये ऑगस्ट महिन्यातही २१ टक्के घसरण झाली असून, आता २० सप्टेंबर रोजी गोव्यात होणाऱ्या जीएसटी परिषदेच्या बैठकीत २८ टक्क्यांवरून १८ टक्के कर करण्यात यावा, अशी मागणी वाहन उद्योग करत आहे. ती पूर्ण होईल की नाही, त्याकडे वाहन उद्योगाचे लक्ष लागू राहिले आहे. मात्र, अन्य राज्य सरकारांनी यावर सहमती देण्याचा कल काही दर्शवलेला नसल्याने येत्या परिषदेतील बैठकीतून वाहन उद्योगाच्या या मागणीला हिरवा कंदील मिळण्याची अपेक्षा फार दिसून येत नसल्याचे बोलले जात आहे. देशांतर्गत विक्री व निर्यातही फार समाधानकारक नाही. गेल्या काळापासून विक्रीमध्ये मोठी घट असल्याने वाहन उद्योगाची स्थिती काही सुधारलेली नाही. त्यामुळे मोटारींवर असणारा जीएसटी २८ टक्क्यांवरून कमी करून १८ टक्क्यांवर करण्यात यावा, अशी मागणी केली जात आहे. त्यामुळे काही प्रमाणात वाहन उद्योगाला दिलासा मिळेल, अशी अपेक्षा व्यक्त केली जात

आहे. ऑटोमोटिव्ह कम्पोनंट मॅन्युफॅक्चर्स असोसिएशन ऑफ इंडिया (ॲक्मा) या संघटनेच्या वार्षिक संमेलनामध्ये केंद्रीय अर्थराज्यमंत्री अनुराग ठाकूर यांनी शुक्रवारी उद्योगातील अनेकांकडून जीएसटी कमी करण्यासाठी मागणी केली गेली असल्याचे सांगितले व त्यावर विचार होत असल्याचे म्हटले होते.

मात्र, त्यासाठी उद्योगाच्या विविध स्तरावरील लोकांनी राज्यांच्या अर्थमंत्र्यांशी संपर्क साधून त्यांच्याशी चर्चा करावी, कारण जीएसटी परिषदेचे ते ही एक हिस्सा आहेत, असे ठाकूर यांनी स्पष्ट केले होते. कोणत्याही प्रकारची जीएसटी दरातील कपात करायची असेल तर जीएसटी फिटमेंट समितीची मंजूरी घ्यावी लागते व त्यानंतर परिषदेच्या पुढील बैठकीत ती बाब मांडावी लागते. आम्ही या परिषदेच्या बैठकीत तो विषय ठेवण्यासाठी तयार आहोत, मात्र बहुतांशी निर्णय सर्वसंमतीने घेतले जातात व म्हणूनच त्याबाबत सर्व राज्यांच्या अर्थमंत्र्यांशी वाहन उद्योग व संलग्न व्यक्तींनी चर्चा करावी. ते

परिषदेचे सदस्य आहेत, असे ठाकूर म्हणाले. सूत्रांनी सांगितले की, फिटमेंट समिती पहिल्यापासून वाहन उद्योगासाठी जीएसटी कपातीवर विचार करत आहे, मात्र परिषदेचे सदस्य असणारे अनेक राज्यांचे अर्थमंत्री त्याविरोधात आहेत. तसे केल्यास राज्यांच्या महसुलाचे नुकसान होईल व त्यामुळे परिषदेत सर्वसंमती झाली नाही तर प्रस्ताव पुन्हा फिटमेंट समितीला पाठवावा लागेल, असेही सूत्रांनी सांगितले. या संबंदात मोठ्या प्रमाणात लॉबींगही सुरू झाले आहे. टाटा मोटर्सचे व्यवस्थापकीय संचालक व मुख्य कार्यकारी अधिकारी गुपेंटर बुतशेत म्हणाले की, सध्याच्या या संकटातून बाहेर पडण्यासाठी व सणासुदीच्या काळाचाही फायदा घेता यावा म्हणून सरकारचे स्पष्ट मत आताच जाणून घ्यावे लागेल. सरकार जीएसटी कपातीसाठी सक्षम नसेल तर त्यांनी स्पष्ट सांगितले तर ग्राहक जो २० सप्टेंबरनंतर किमती कमी होतील म्हणून वाट पाहत असतो व त्यामुळे तो शोरूममध्ये येतही नाही स्पष्ट होऊ

Punya Nagri

## मंत्री ने पूछा-क्यों नहीं बिक रही कार? जवाब मिला- नोटबंदी जिम्मेदार

एजेंसी|नई दिल्ली. देश में गाड़ियों की बिक्री कम होने की वजह जानने की कोशिश कर रहे वित्त राज्य मंत्री अनुराग ठाकुर के सामने शुक्रवार को विचित्र स्थिति पैदा हो गई। ऑटो कंपोनेंट मैन्युफैक्चरर्स एसोसिएशन के कार्यक्रम में जब वित्त राज्य मंत्री अनुराग ठाकुर ने मैन्युफैक्चरर्स से पूछा कि गाड़ियों की बिक्री कम क्यों रही है तो इंडस्ट्री के एक प्रतिनिधि ने कहा कि ऐसा नोटबंदी की वजह से हुआ। जीएस ऑटो लुधियाना के जसबीर सिंह ने कहा कि यह नोटबंदी के बाद का नतीजा है। लोगों के पास पैसे न

Dainik Bhaskar



# वाहन कलपुर्जे विनिर्माताओं ने अनुराग ठाकुर के सामने उठाया नोटबंदी का सवाल

नई दिल्ली (भाषा) वित्त राज्य मंत्री अनुराग ठाकुर को शुरुवार को एक कार्यक्रम में उस समय अजीयोगीरव स्थिति का सामना करना पड़ा जब सभागार में उपस्थित एक प्रतिभागी ने उन्हें बीच में टोकते हुये कहा कि 'नोटबंदी' की वजह से वाहन क्षेत्र में मंदी छाई है।

अनुराग ठाकुर वाहन कलपुर्जे बनाने वाली कंपनियों के संगठन एसीएमए के सालाना सम्मेलन को संबोधित कर रहे थे। उन्होंने संबोधन के दौरान सवाल करते हुये कहा कि सरकार के उपायों, आरबीआई के हस्तक्षेप और विनिर्माताओं द्वारा दी जा रही छूट के बावजूद आखिर वाहन बिक्री क्यों नहीं बढ़ रही है, इस पर वहां मौजूद एक प्रतिभागी ने तपाक से कहा, यह 'नोटबंदी का प्रभाव' है। जीएस आटो लुथियाना के जसबीर सिंह ने वित्त राज्यमंत्री को बीच में टोकते हुए कहा, "यह नोटबंदी का देरी से सामने आने वाला प्रभाव है। लोगों के पास पैसा नहीं है।" इसलिये मांग नहीं बढ़ रही है। हालांकि, ठाकुर ने संयम बरतते हुये अपना संबोधन



वाहन कलपुर्जे विनिर्माताओं की बैठक में वित्त राज्यमंत्री अनुराग ठाकुर और भारी उद्योग और लोक उपक्रम राज्यमंत्री अर्जुन राम मेघवाल। (छाया : यूएनआई)

जारी रखा और प्रतिभागी को बार-बार "धन्यवाद" कहा। संबोधन के बीच टोकें जाने के बाद ठाकुर ने शांत रहते हुए कहा, "अगर यह नोटबंदी का देरी से सामने आया प्रभाव है तो अब देखना है कि यहां से कैसे आगे बढ़ा जाये?" उन्होंने कहा, "रिजर्व बैंक के हाल के कदम के बाद ब्याज दर में कटौती, कंपनियों द्वारा छूट की पेशकश और केंद्र सरकार की कई पहल के बावजूद आखिर उद्योग पहले की तरह मांग क्यों नहीं देख रहा।" ठाकुर ने सवालिया लहजे में पूछा, "क्या

मांग में पूरी दुनिया में गिरावट आ रही है या फिर केवल स्थानीय स्तर पर ही इसमें गिरावट आ रही है?" उन्होंने वहां मौजूद लोगों से कहा, "अन्य मुद्दा यह है कि लोग अब कैब का इस्तेमाल करने लगे हैं। उनके सामने एक और विकल्प इलेक्ट्रिक वाहन अथवा बीएस-6 मानक वाले वाहन का है... आखिर मुख्य कारण क्या है? इसके कई अन्य कारण हो सकते हैं। क्या यह केवल चक्र्रीय प्रभाव है?" बाद में भारी उद्योग और लोक उपक्रम राज्य मंत्री अर्जुन राम मेघवाल ने अपने संबोधन

● अनुराग ठाकुर ने संयम बरतते हुए प्रतिभागी को बार-बार धन्यवाद किया।

में दलील को आगे बढ़ाते हुए कहा कि नोटबंदी और माल एवं सेवा कर बड़े आर्थिक सुधार थे जो देश को 5,000 अरब डॉलर की अर्थव्यवस्था बनाने के लिये उठाये गये। मेघवाल ने कहा, "यह आर्थिक सुधार है, सर। इससे भारत 3,000 अरब डॉलर की अर्थव्यवस्था बना। सरदारजी (प्रतिभागी) आप कितनी नकदी रख सकते हैं?" उन्होंने कहा, "इस देश को आगे बढ़ाना है, और आप समानतर अर्थव्यवस्था चलाने की कोशिश कर रहे हैं।" मंत्री ने कहा, "मोदी सरकार में समानान्तर अर्थव्यवस्था नहीं चल सकती...।" सत्र समाप्त होने के बाद कई प्रतिभागी वित्त मंत्र के सामने आये और

Punjab Kesari

# రాష్ట్రాల ఆర్థిక మంతుల దృష్టికీ తీసుకెళ్లండి జీఎస్టీ తగ్గింపుపై చర్చించండి: అనురాగ్ ఠాకూర్

ఆటో రంగానికి అండగా సర్కారు

న్యూఢిల్లీ: హాహాలపై వస్తు సేవల పన్ను (జీఎస్టీ) తగ్గించాలని ఆటో మొబైల్ పరిశ్రమ డిమాండ్ చేస్తున్న నేపథ్యంలో ఇదే అంశాన్ని రాష్ట్రాల ఆర్థిక మంతుల దృష్టికీ కూడా తీసుకువెళ్లమని కేంద్ర ఆర్థిక శాఖ సహాయ మంత్రి అనురాగ్ ఠాకూర్ పరిశ్రమవర్గాలకు సూచించారు. జీఎస్టీ మండలిలో రాష్ట్రాల ఆర్థిక మంతులు ఉన్న విషయాన్ని ఆయన గుర్తు చేశారు. పరిశ్రమకు ప్రభుత్వం సువి షాల్సిగా మద్దతు ఉంటుందని హామీ ఇచ్చారు. శుభ్రవారంనాడిక్కడ భారత ఆటోమోటివ్ కాంట్రోలెంట్ తయారీదారుల సంఘం (ఏసీఎంఏ) వార్షిక సమావేశంలో ఠాకూర్ మాట్లాడారు. జీఎస్టీ రేటు తగ్గించాలంటూ మొదట ఫిట్మెంట్ కమిటీ తర్వాత జీఎస్టీ మండలి సువి ఆమోదం రావాల్సి ఉంటుందన్నారు. అందుకే జీఎస్టీ మండలిలో సభ్యులుగా ఉన్న ఆర్థిక మంతుల దృష్టికీ జీఎస్టీ తగ్గింపు అంశాన్ని తీసుకువెళ్లమని సూచించారు. జీఎస్టీ రేటు తగ్గింపునకు సంబంధించి కార్య తయారీదారులు, డీలర్లు, ఇతర వర్గాల సువి ఆర్థిక మంత్రికి అభ్యర్థనలు వచ్చాయన్నారు. ఆటోమొబైల్ రంగం ఎదుర్కొంటున్న సవాళ్లపై రాష్ట్రాల ఆర్థిక మంతులకు కూడా అవగాహన ఉంటుందన్నారు. ఈ నెల 20న గోవాలో జీఎస్టీ మండలి సమావేశం జరగనుంది. ఆటో పరిశ్రమ ఎదుర్కొంటున్న సవాళ్లను పరిష్కరించేందుకు ప్రభుత్వం ఇప్పటికే పలు చర్యలు తీసుకుందని ఠాకూర్ గుర్తు చేశారు. భారత ఆర్థిక వ్యవస్థ 5 లక్షల కోట్ల డాలర్లకు ఆటో మొబైల్ పరిశ్రమ పాత్ర చాలా కీలకంగా ఉంటుందని, ఈ రంగానికి వెన్నుదమ్ముగా నిలిచేందుకు ప్రభుత్వం సిద్ధంగా ఉందని చెప్పారు. ప్రస్తుతం 60 శాతం ఆటో విడిభాగాలపై పన్ను 18 శాతంగా ఉంది, మిగతా అధిక విలువైన విడిభాగాలపై పన్ను 28 శాతంగా ఉందని భారత ఆటోమోటివ్ కాంట్రోలెంట్ తయారీదారుల సంఘం (ఏసీఎంఏ) ప్రెసిడెంట్ రామ్ వెంకటరమణి తెలిపారు. అయితే అన్ని విడిభాగాలపై 18 శాతం పన్నునే వసూలు చేస్తే పరిశ్రమకు ప్రయోజనం ఉంటుందన్నారు.



చిన్న సమస్య.. త్వరలో పరిష్కారం : మేఘవర్

ఆటోమొబైల్ రంగం ఎదుర్కొంటున్న సమస్య చాలా చిన్నదని, త్వరలోనే దీనికి పరిష్కారం లభిస్తుందని కేంద్ర భారీ పరిశ్రమలు, పబ్లిక్ ఎంటర్ప్రైజెస్ శాఖ సహాయ మంత్రి ఆర్కే రామ్ మేఘవర్ అన్నారు. పరిశ్రమవర్గాలు ఆందోళన చెందాల్సిన అవసరం లేదని చెప్పారు. ఏసీఎంఏ సమావేశంలో ఆయన మాట్లాడుతూ.. ఆర్థికల్ 370ని తొలగించే విషయంలో ఎదురైన పెద్ద సమస్యను జట్టి చూస్తే మీ సమస్యలు చాలా చిన్నవని, వీటికి పరిష్కారం లభిస్తుంది

Andhra Jyoti







## લુમેક્સ ઈન્ડસ્ટ્રીઝના સીએમડી દીપક જૈન એકમાના નવા અધ્યક્ષ

ટોમોટીવ  
ઓટોમોબાઇલ

મેન્યુફેક્ચરર્સ  
એસોસિયેશન ઓફ  
ઇન્ડિયા (એકમા)ના  
અધ્યક્ષ પદે લુમેક્સ  
ઈન્ડસ્ટ્રીઝના ચેરમેન  
અને મેનેજિંગ ડિરેક્ટર  
દીપક જૈનની નિમણૂક  
થઈ છે. વાર્ષિક-  
પ્રેસિડેન્ટના પદે સંજય  
કપૂરની નિમણૂક થઈ છે.



એકમાના ડિરેક્ટર જનરલ વિની મેહતાએ કહ્યું કે, “ઉદ્યોગની  
ક્રિયાશીલતા વિશે જૈનની ઊંડી સમજ છે.”

જૈને કહ્યું કે ઉદ્યોગ અત્યારે કઠિન સમયમાંથી પસાર થઈ રહ્યો  
છે અને ભવિષ્ય માટે તેને તૈયાર કરવાનો છે.

ઉદ્યોગના ૮૦૦થી વધુ વધુ ઓટો પાર્ટ્સ ઉત્પાદકો આ  
એસોસિયેશનના સભ્ય છે.

Vyaapar

ઔષુધે઒ વિક્રિ વાઢેનિ ગાઢિર? પ્રશ્ન કેન્દ્રેર

## શિલ્પ બલહે, ંટા઒ નોટવન્દિરઈ જેર

નર્યાદિલ્લિ, ૒ સેપ્ટેમ્બર: ગાઢિ શિલ્લેર  
સમસ્યાય ંઈ પ્રથમ નોટવન્દિર ઢ્યાા.

ગાઢિ વિક્રિ કમાર કારણ હિસેરે  
મે઒દી સરકારેર પ્રથમ દફાર ંઈ  
સિદ્ધાન્તકેઈ ં વાર કાઠગઢાર ઢાઢ  
કરાલ શિલ્પ. અઢિયોગ તુલલ, આસલે  
૨૦૧૒ સાલે પાઠશો, હાજારેર નોટ  
વાતિલેર પર થેકે માનુષેર હાતે  
તેમન ઠાકા-પયસા નેઈ. યાર વિલ્પિત  
પ્રઢાવ ઠેર પાહે સંસ્થાગુલિ. હાત  
થાલિ ઠાકાય ક્રેતા ંધા઒ હહે વાજાર  
થેકે. જવાબે ઢારી શિલ્પ મલ્લકેર  
પ્રતિમલ્ત્રી અર્જુન રામ મેષ઒ચાલ અવશ્યા  
બલેન, “નોટવન્દિ ઒ જિંસઠિ આર્થિક  
સંસ્કાર. યા ઢારઢકે ંતિમધેઈ  
૒ લક્ષ કોટિ ઢલારેર અર્થનીતિ  
કરેહે.” ઢાર મતે, અર્થનીતિકે  
ૅ લક્ષ કોટિ ઢલારે નિયે યેતે઒  
ંઈ સંસ્કાર જરૂરિ. વરં ગાઢિ વિક્રિ  
કમાર સમસ્યાકે ‘હેટવાઠો’ બલે  
દાવિ કરેન તિનિ. જાનાન, ઠિન્તાર  
કારણ નેઈ. સરકાર દ્રુત ંઈ સમસ્યા  
સામલાબે. આર સુક્રવાર ગાઢિર  
યલ્પાંશ શિલ્લેર સંગઠન આકમાર  
વાર્ષિક સમેલન ં ઢાબેઈ ંતુપુ હયે  
઒ઠલ મુલત નોટવન્દિ પ્રસઢે.

અવિલ્પે વિક્રિ ના વાઢલે આર઒



### સઢાય દાવિ

- દ્રુત કમાનો હોક  
ગાઢિતે જિંસઠિ.
- યલ્પાંશેર ંપર ઢાર હાર  
હોક ંકઠિઈ, ૧૒%.
- ંપ્રિલ થેકે યાતે વિના  
ઢાકિતે પુરોદલ્પર વિંસ-  
૒ દુષળ વિધિ ઠાલુ હય, સે  
જુન્ય હાત વાઢાક કેલ્પે.
- ઢેશે વિંસ-૒ જાલાનિર  
જોગાન઒ વાઢાનો હોક.

વહ માનુષ ઠાકારિ હારાબેન બલે  
વહસ્પતિવારઈ કેલ્પકે ંશિયારિ  
દિયેલ્લિ ગાઢિ શિલ્પ. અથઠ સુ  
આકમાર સઢાયંક્ટે શિલ્લેર

અર્થ પ્રતિમલ્ત્રી અનુરાગ ઠાકુર જાનતે  
ઠાન, કેલ્પેર ંક઒છ સુવિધા ઘોષળા,  
થાળે સુદ કમાતે રિજાર્ઢ વ્યાલ્કેર  
પદલ્પેપ ઒ નિર્માતા સંસ્થાગુલિર વઢ  
હાઢ સહે઒ ગાઢિર ઠાહિદા વાઢહે ના  
કેમં? યાર જવાબે નોટવન્દિર ઠોપ  
દાળેન યલ્પાંશ સંસ્થા જિંસ ંઠો  
લુધિયાનાર જસવીર સિંહ. અનુરાળેર  
પ્રલ્પેર માબેઈ ઢાકે થામિયે બલેન,  
ંટા નોટવન્દિરઈ વિલ્પિત પ્રઢાવ.  
઒ઈ સિદ્ધાન્તેર જેરેઈ ંથન લોકેર  
હાતે ઠાકા નેઈ. સંલ્પિઠ સુઢેર દાવિ,  
સઢા શેષે શિલ્લેર હયે કથા બલાર  
જન્ય જસવીરકે અઢિનપ્દન જાનિયે  
ંપહિત શિલ્પ મહલેર વાકિરા઒ ઢાર  
વજ્લવાકે કાર્યત સમર્થનઈ કરેલેન.

ં ઢિન આકમા ઢેર જિંસઠિ  
કમિયે સવ ધરનેર યલ્પાંશેર ંપરે  
ંકઠિઈ હાર, ૧૒% ઢાર્થેર આર્જિ  
જાનિયેહે. જવાબે અનુરાળેર  
પરામર્શ, ંઈ આર્જિ સંલ્પિઠ રાજેર  
અર્થમલ્ત્રીઢેર઒ જાનાક સંસ્થાગુલિ.  
કારણ ઢારી જિંસઠિ પરિયઢેર સદસ્ય.  
આર કરેર હાર વઢલેર સિદ્ધાન્ત નેય  
પરિયઢઈ. ઢબે ં વ્યાપારે કેલ્પીય

Ananda Bazar Patrika

वाहन कलपुर्जे विनिर्माताओं की बैठक

# अनुराग ठाकुर के सामने उठा नोटबंदी का सवाल

नई दिल्ली, 6 सितंबर (भाषा)।

वित्त राज्य मंत्री अनुराग ठाकुर को शुक्रवार को एक कार्यक्रम में उस समय अजीबोगरीब स्थिति का सामना करना पड़ा जब सभागार में उपस्थित एक प्रतिभागी ने उन्हें बीच में टोकते हुए कहा कि 'नोटबंदी' की वजह से वाहन क्षेत्र में मंदी छाई है। अनुराग ठाकुर वाहन कलपुर्जे बनाने वाली कंपनियों के संगठन एसीएमए के सालाना सम्मेलन को संबोधित कर रहे थे।

वित्त राज्य मंत्री ने वाहन कंपनियों से माल व सेवा कर (जीएसटी) में कटौती का मुद्दा जीएसटी परिषद में शामिल राज्य के वित्त मंत्रियों के समक्ष भी उठाने को कहा। साथ ही उन्होंने

केंद्र की तरफ से हर संभव सहायता का आश्वासन भी दिया। वाहन उद्योग के जीएसटी दर में कटौती की मांग के बीच उन्होंने यह बात कही है।

ठाकुर ने कहा- आपको पता है कि जीएसटी दर में किसी भी प्रकार की कटौती के लिए पहले फिटमेंट कमिटी (समायोजन समिति) से और उसके बाद जीएसटी परिषद से मंजूरी लेनी होती है। मैं आप सभी से जीएसटी परिषद में शामिल राज्यों के वित्त मंत्रियों से मिलने और उनके समक्ष अपनी बात रखने का आग्रह करता हूँ। उन्होंने कहा कि वित्त मंत्रालय को कार विनिर्माताओं, डीलरों और संबंधित पक्षों से जीएसटी दर में कटौती को लेकर कई ज्ञापन

मिले हैं। वित्त राज्यमंत्री ने संबोधन के दौरान सवाल करते हुए कहा कि सरकार के उपायों, आरबीआई के हस्तक्षेप और विनिर्माताओं द्वारा दी जा रही छूट के बावजूद आखिर वाहन विक्री क्यों नहीं बढ़ रही है, इस पर वहां मौजूद एक प्रतिभागी ने तपाक से कहा, यह 'नोटबंदी का प्रभाव' है।

जीएस आटो लुधियाना के जसबीर सिंह ने वित्त राज्यमंत्री को बीच में टोकते हुए कहा- यह नोटबंदी का देरी से सामने आने वाला प्रभाव है। लोगों के पास पैसा नहीं है। इसलिए मांग नहीं बढ़ रही है। हालांकि, ठाकुर ने संयम बरतते हुए अपना संबोधन जारी रखा। बार-बार 'धन्यवाद' कहा।

Jansatta

## वाहन क्षेत्र की समस्या 'छोटी' जल्द सुलझा ली जायेगी: मेघवाल

नयी दिल्ली, 6 सितंबर (एजेंसियां)। केंद्रीय मंत्री अर्जुन राम मेघवाल ने शुक्रवार को कहा कि यदि प्रधानमंत्री नरेंद्र मोदी की सरकार अनुच्छेद 370 के कुछ प्रावधानों को निष्प्रभावी करने के लिए संसद सत्र बढ़ा सकती है तो वाहन क्षेत्र की दिक्कत दूर करना छोटी चीज है। भारी उद्योग एवं सार्वजनिक क्षेत्र उपक्रम राज्य मंत्री मेघवाल ने भारतीय वाहन कलपुर्जा विनिर्माता संघ (एसीएमए) के वार्षिक सम्मेलन में कहा कि वाहन उद्योग की समस्या को सुलझा लिया जाएगा। मेघवाल ने कहा, जब लोकसभा चल रही थी और अनुच्छेद 370 पर फैसला नहीं हुआ था तो कई सांसद मेरे पास आते और पूछते थे कि क्या सत्र को आगे बढ़ाया जायेगा।' उन्होंने कहा कि सांसद संसद सत्र की अवधि आगे बढ़ाये जाने के इच्छुक नहीं थे। केंद्रीय मंत्री ने वाहन उद्योग के प्रतिनिधियों को भरोसा दिया, जब हम संसद का सत्र आगे बढ़ाकर अनुच्छेद 370 जैसी पुरानी समस्या को दूर कर दिया तो आपकी समस्या तो बहुत छोटी है। चिंता मत करें आपकी समस्या को भी जल्द सुलझा लिया जाएगा। वाहन उद्योग करीब एक साल से मुश्किलों से गुजर रहा है और उसने सरकार से समर्थन देने की मांग की है। इसमें वाहनों पर जीएसटी की दर को 28 प्रतिशत से 18 प्रतिशत करना भी शामिल है। उन्होंने जोर देकर कहा, हम आपकी दिक्कतों को वित्त मंत्री, प्रधानमंत्री के समक्ष उठाएंगे। जब मोदीजी देश की अर्थव्यवस्था को 5,000 अरब डॉलर पर पहुंचाने का लक्ष्य लेकर चल रहे हैं तो आपकी दिक्कतों को दूर

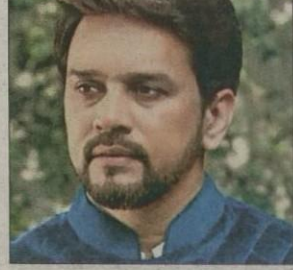
Dainik Vishwamitra

# वित्त राज्यमंत्री की किरकिरी

वाहन विक्रेता बोले

नोटबंदी के कारण  
बिक्री में आई मंदी

एजेंसियां  
दिल्ली. देश में गाड़ियों की बिक्री कम होने की वजह जानने की कोशिश कर रहे वित्त राज्य मंत्री को खरी-खरी सुननी पड़ी. ऑटो कंपोनेंट मैनुफैक्चरर्स एसोसिएशन यानी एएमसीए के एक इवेंट में जब वित्त राज्य मंत्री अनुराग ठाकुर ने मैनुफैक्चरर्स से पूछा कि गाड़ियों की बिक्री कम क्यों रही है तो इंडस्ट्री के एक प्रतिनिधि ने कहा कि ऐसा नोटबंदी की वजह से हुआ. वित्त राज्य मंत्री अनुराग ठाकुर ने ऑटो इंडस्ट्री की कंपनियों के प्रतिनिधियों से पूछा कि सरकार और आरबीआई की पहलकदमियों और मैनुफैक्चरर्स की ओर से दिए जा रहे बड़े डिस्काउंट के बावजूद गाड़ियों की बिक्री बढ़ क्यों नहीं रही है? इस पर जीएस ऑटो लुधियाना के जसबीर सिंह ने चिल्लाते हुए कहा कि यह नोटबंदी के बाद का नतीजा है. लोगों के पास पैसे नहीं हैं.



ठाकुर ने पूछा कि सरकार और आरबीआई की ओर से कदम उठाए जाने और मैनुफैक्चरर्स की ओर से डिस्काउंट के बाद भी गाड़ियों मांग उठ क्यों नहीं रही. क्या अंतरराष्ट्रीय स्तर पर मांग में कमी है यह घरेलू मांग में कमी है. क्या लोग आजकल कैब में चल रहे हैं या फिर लोगों ने बीएस-VI मानकों का लागू होने का इंतजार कर रहे हैं? ठाकुर ने कुछ और सवाल पूछ कर ऑटो इंडस्ट्री के प्रतिनिधियों से कार की बिक्री में कमी की वज

Navbharat

# तमाम ऑटो कम्पोनेंट पर १८ टका ज़ेसटी राजवा उद्योगनी माग

नवी दिल्ली: ऑटो कम्पोनेंट्स उद्योगे आजे सरकार समक्ष ज़ेसटीनी दर अकसमान १८ टकाना

स्तरे राजवानो अनुरोध क्यो छे जेथी तेओ तेनी ऋण भारकतनी कार्यकारी मूडीनी लांभागाणानी अस्क्यामतोमां वपराश करी शके. नोधनीय बाबत अे छे के हालमां ऑटो कम्पोनेंट्स उद्योग ५० लाख लोकोने रोजगार पूरो पाडी रह्यो छे अने देशनां कुल ज़डीपीमां २.३ टका जेतलो हिस्सो धरावे छे.

ऑटोमोटिव कम्पोनेंट मेन्युफैक्चरर्स एसोसिएशन ऑफ़ इंडिया (एसीएमए)ना प्रमुख राम वेक्टरामानीअे जएएच्युं हुंतुं के ऑरिजिनल इक्विपमेन्ट मेन्युफैक्चरर्स (ओईएओ) मागने वेग आपवा माटे सरकारी हुस्तक्षेप ज़रूरी होवानुं जएएवे छे अने अमे कम्पोनेंट क्षेत्र अक समान १८ टका ज़ेसटीना दरनी मागएली करी रह्या छीअे.

अत्रे एसीएमएनी वार्षिक सभाने संबोधता तेमए जएएच्युं हुंतुं के हालमां ६० टका जेतला कम्पोनेंट पर १८ टका ज़ेसटीना दर छे, ज्यारे शेष ४० टका कम्पोनेंट पर ज़ेसटीना दर २८ टका छे. अमारो वेपार मुभ्यत्वे बीटूभी (बिज़नेस टू बिज़नेस) धोरए होय छे आथी सरकारी सहायनी आवश्यकता नथी होती, परंतु अमारा सभ्योने आ सहाय कार्यकारी मूडी ज़ाणववामां उपयोगी थया छे अने तेओ लांभागाणानी अस्क्यामतोमां तेनुं रोकाए करी

Mumbai Samachar

# బాబోయ్.. జీఎస్టీ తగ్గించండి

- ప్రభుత్వానికి ఆటో మొబైల్ రంగం వేడుకోలు
- రాష్ట్రాలను సంప్రదించాలన్న కేంద్ర ఆర్థిక శాఖ



**న్యూఢిల్లీ:** ఆర్థిక మండగమనంతో కుదేలౌతున్న ఆటో మొబైల్ రంగాన్ని ఆదుకునేందుకు ప్రభుత్వం ఉద్దేశపలు ప్రకటించినా తక్షణ ఫలితం కనిపించకపోవడంతో ఆటో రంగం వర్గాలు ఆందోళన చెందుతున్నాయి. కార్ల తయారీలో ఆటో పెద్ద సంస్థ అయిన మారుతీ సుజుకీ రెండు ప్లాంట్లలో రెండ్రోజుల పాటు ఉత్పత్తిని నిలిపివేసిన దంబే

పరిస్థితి ఎంత దారుణంగా ఉందో అర్థమౌతోంది. ఈనెలపట్టంలో తమను ఆదుకోవాల్సింది ప్రభుత్వమే సని ఆటోమోటివ్ కాంపోనెంట్ మ్యానుఫ్యాక్చరర్స్ అసోసియేషన్ ఆఫ్ ఇండియా (ఏసీఎంపి) డిమాండ్ చేస్తోంది. ముఖ్యంగా ఒకే ప్లాంట్ జీఎస్టీని అమలు చేయడం ద్వారా మేలు జరుగుతుందని పేర్కొంటోంది. ప్రస్తుతం 60 శాతం కార్ల

విడిభాగాలపై 28 శాతం జీఎస్టీ ఖరీదైన వస్తువులపై 28 శాతం జీఎస్టీని విధించడం వల్ల ఆటోమొబైల్ రంగంపై ఆధికభారం పడుతోందని ఆందోళన వ్యక్తం చేసింది. న్యూఢిల్లీలో జరిగిన ఏసీఎంపి వార్షిక సమావేశంలో అసోసియేషన్ అధ్యక్షుడు రామ్ వెంకటరమణ్ మాట్లాడుతూ.. ఆటో రంగంలోని అన్ని విడిభాగాలపై 18 శాతం పన్నునే విధించాలని అన్నారు. జీఎస్టీ తగ్గించడం వల్ల దీర్ఘకాలిక పెట్టుబడులకు పారిశ్రామిక వేళ్లు సిద్ధమౌతారని పలితంగా ఆర్థిక వ్యవస్థ అమృతాలు పెరిగి గాడిలో పడుతుందని చెప్పారు. సూతన భద్రతా ప్రమాణాలకు అనుగుణంగా టీఎన్ 4 వాహనాలను తయారుచేసేందుకు తక్కువ కాలం ఇవ్వడంతో ఆటోమొబైల్ రంగం తీవ్ర ఒత్తిడికి లోనైందని అన్నారు. ఓవైపై ౨ అంతర్జాతీయ సమాజ్జను ఎదుర్కొంటూనే దేశీయంగా తీసుకువస్తున్న సంస్కరణలతో ఆటో రంగంలో అనేక సమస్యలు వచ్చాయిన్నారని. ముందున్న ప్రణాళికలు లేకుండా సూతన ప్రమాణాలతో వాహనాల తయారీ ఆర్థికంగా గానూబరం భరించినా చివరకు అనుకున్న స్థాయిలో అమ్మకాలు జాగానే ఉన్నాయి. సెప్టెంబర్ 2018

## రాష్ట్రాల ఆర్థిక మంత్రులను కలవండి

వాహనాల విడిభాగాలపై విధించే జీఎస్టీపై రాష్ట్రాల ఆర్థిక మంత్రులను సంప్రదించాలని కేంద్ర ఆర్థిక శాఖ సహాయ మంత్రి అనురాగ్ ఠాకూర్ అన్నారు. వచ్చే జీఎస్టీ కౌన్సిల్ సమావేశంలో వాహన జీఎస్టీ శాఖలపై మార్గాలంటే రాష్ట్రాల అభిప్రాయాలు కూడా ముఖ్యమైనవన్నారు. జీఎస్టీలో ఎలాంటి మార్పులు చేయాలన్నా.. ఫిట్మెంట్ కమిటీ ఆమోదం తప్పనిసరి అని మీకు తెలుసుకుడా.. జీఎస్టీ కౌన్సిల్ సమావేశానికి ముందే మీరంతా రాష్ట్రాల ఆర్థిక మంత్రులను కలిసి.. పన్ను శాఖాన్ని తగ్గించేలా ఒప్పించండి.. అప్పుడే పన్ను తగ్గింపు సమావేశాల్లో చర్చించి ఓ నిర్ణయం తీసుకోవచ్చు. అని అనురాగ్ ఠాకూర్ ఏసీఎంపి వార్షిక సమావేశంలో వ్యాఖ్యానించారు. కార్ల విడిభాగాలపై విధిస్తున్న జీఎస్టీని తగ్గించాలని ఇప్పటికే పలు కార్ల సంస్థలు, డీలర్ల నుంచి విస్తృత విజ్ఞాపనలు అందాయని అన్నారు. తనెం 2018 గోవా వేదికగా జీఎస్టీ ముదలి సమావేశాలు జరగనున్న నేపథ్యంలో కార్లపై విధించే పన్ను శాఖాన్ని తగ్గించాలన్న డిమాండ్లపై వెళ్లవెళ్లకు న్నాయి.

నుంచి ఆంధ్రప్రదేశ్ లోని కర్నూలు జిల్లాలోని విక్రయాలు

Andhra Prabha



# ऑटो कंपोनेंट इंडस्ट्री का \$2 अरब के निवेश पर ब्रेक मंदा के चलते ऑटो पार्ट्स बनाने वाली कंपनियों ने क्षमता बढ़ाने पर निवेश बंद किया, इनोवेशन पर इनवेस्टमेंट जारी

[नवील खान | नई दिल्ली]

भारतीय ऑटोमोबाइल कंपोनेंट इंडस्ट्री ने आर्थिक सुस्ती के चलते अपनी परियोजनाओं के लिए बनाया दो अरब डॉलर का इनवेस्टमेंट प्लान ठंडे बस्ते में डाल दिया है। यह बात हाल ही में ऑटोमोटाइव कंपोनेंट मैनुफैक्चरर्स एसोसिएशन (ACMA) के प्रेसिडेंट अर्पाइंट ह्यू दीपक जैन ने कही है। दीपक के मुताबिक, कंपनियों ने क्षमता बढ़ाने के लिए निवेश करना बंद कर दिया है, लेकिन इनोवेशन पर उनका इनवेस्टमेंट जारी है। उनका अनुमान है कि BS-VI नॉर्म्स के लिए ऑटोमोबाइल सेक्टर ने 90,000-1,10,000 करोड़ रुपये तक निवेश किए हैं। इसमें से 30,000 करोड़ रुपये का निवेश ऑटो कंपोनेंट इंडस्ट्री का है।

इंटी ऑटो को दिए इंटरव्यू में दीपक ने कहा, 'मैं आपको इसके पीछे की गणित समझाता हूँ। अगर हम 57 अरब डॉलर की ऑटो कंपोनेंट इंडस्ट्री की बात करें इसका इनवेस्टमेंट रेशियो 1:3 या 1:4 है। पिछले साल हमारी ग्रोथ 14 परसेंट रही थी और उस हिसाब से अतिरिक्त आमदनी के लिए दो अरब डॉलर का निवेश करना जो रोक दिया गया है।' उन्होंने यह भी बताया कि इंडस्ट्री का कैपेसिटी यूज घटकर 50-60 परसेंट पर आ गया है, जो आम तौर पर 75-80 परसेंट रहता है। इसके चलते अब तक लगभग एक लाख लोगों की नौकरी छूट चुकी है। दीपक ने कहा, 'सितंबर 2018 में हमारा उत्पादन सर्वोच्च स्तर पर था। हमारी बिजनेस ग्रोथ 10% से ऊपर चल रही थी। जब मैनुफैक्चरिंग सेक्टर में यूटिलाइजेशन पीक पर होता है और यह 90% तक चला जाता है और सभी मैनुफैक्चरिंग कंपनियाँ कैपेसिटी बढ़ाने लग जाती हैं। हमने भी एक्सपैशन

## 50 लाख रोजगार

● लगभग 57 अरब डॉलर वाली इंडियन ऑटो कॉम्पोनेंट इंडस्ट्री का स्टेक जीडीपी में 2.3 परसेंट है और इसमें 50 लाख लोग काम करते हैं

किया। हमने 100 बेस को बढ़ाकर 120 कर दिया। उसी दौरान बदकिस्मती से डिमांड में कमी आ गई, जिससे 100 का बेस घटकर 80 पर आ गया। हमारा कैपेसिटी यूटिलाइजेशन 50-60 परसेंट पर आने का अनुमान है इसलिए 40 परसेंट पर अंडर यूटिलाइजेशन होगा।

ऑटो पार्ट्स बनानेवाली दिग्गज कंपनी जय भारत मासिलि लिमिटेड (JBM) ने भी इनवेस्टमेंट रोक जाने की बात की पुष्टि की है। JBM ग्रुप के एग्जिक्यूटिव डायरेक्टर निशांत आर्या ने इंटी ऑटो को बताया, 'हमने क्षमता विस्तार पर होने वाले सभी निवेश पर फिलहाल रोक लगा दी है क्योंकि डिमांड में कमी आई है। हम शिफ्ट में कटौती कर रहे हैं और प्रॉडक्शन में एडजस्टमेंट कर रहे हैं।' श्रीराम पिस्टर्स एंड रिस और दूसरी कंपनियों ने भी निवेश योजनाओं को ठंडे बस्ते में डाल दिया है।

जैन ने इंडस्ट्री में सुस्ती की वजहों के बावत कहा, 'कई तरह के नए सेप्टी नॉर्म्स लागू होने से गाड़ी खरीदने और उसका रखरखाव करने की लागत बढ़ गई है। अर्थव्यवस्था में बुनियादी बदलाव होने से भी नकदी की कमी हो गई, जिससे मुरिकले दोगुनी हो गई।' लगभग 57 अरब डॉलर

The Economic Times





## सीआईआई ने कार्पोरेट टैक्स दरों में कटौती का किया स्वागत

चंडीगढ़, 20 सितम्बर (एजेंसियां)। भारतीय उद्योग परिषद (सीआईआई) ने केंद्रीय वित्त मंत्री निर्मला सीतारमण की विनिर्माण क्षेत्र को प्रोत्साहित करने तथा अर्थिक विकास दर को गति प्रदान करने के लिये कार्पोरेट टैक्स दरों में कटौती करने के कदम को ऐतिहासिक एवं अभूतपूर्व बताते हुये इसका स्वागत किया है। सीआईआई के अध्यक्ष विक्रम किल्लोस्कर ने आज यहां जारी एक बयान में कहा कि श्रीमती सीतारमण का मेगा कार्पोरेट टैक्स प्रोत्साहन निवेशकों की भावनाओं को बढ़ावा देने, विनिर्माण को प्रोत्साहित करने और अर्थव्यवस्था को गति देने की दिशा में अहम कदम है। उन्होंने किसी छूट की इच्छा न रखने वाली कम्पनियों के लिये कार्पोरेट टैक्स दर 30 प्रतिशत से घटा कर 22 प्रतिशत करने को एक अच्छा निर्णय बताया और कहा कि

उद्योगों की यह लम्बे असें से मांग थी। उन्होंने कहा कि इस कदम से उद्योगजगत में एक सकारात्मक माहौल बनेगा जिसके लिये वह केंद्रीय वित्त मंत्री का आभार प्रकट करते हैं। श्री किल्लोस्कर कहा कि कार्पोरेट टैक्स में कटौती कर दरों को लेकर भारत को विश्व के अन्य देशों की प्रतिस्पर्धा में लाने की दिशा में भी कदम है जो इस ओर संकेत करता है कि सरकार अर्थव्यवस्था की विकास दर में सुधार के लिये कर बढ़ाने के विकल्प के बजाय कर प्रोत्साहन का मार्ग अपना रही है। त्यौहारी सीजन से ठीक पहले उद्योग जगत के लिये इससे बेहतर और कार्डी तोहफा नहीं हो सकता। सीआईआई उत्तर क्षेत्र के महानिदेशक चंद्रजीत बनर्जी ने भी उद्योगजगत को राहत को करों में राहत प्रदान करने के केंद्र सरकार के कदम का स्वागत किया है। उन्होंने कहा कि भारतीय उद्योग

जगत अपने अन्य देशों के साथ प्रतिस्पर्धा के लिये करों की ऊंची दरों में कटौती करने की लम्बे समय से मांग कर रहा था। उन्होंने कार्पोरेट टैक्स को कम कर 22 प्रतिशत तक लाना, मैट घटाकर 15 प्रतिशत करना तथा नई कम्पनियों पर 15 प्रतिशत टैक्स लगाने का निर्णय बेहद सकारात्मक होगा तथा इससे कम्पनियों की लागत घटेगी और राजस्व में वृद्धि होगी तथा अर्थव्यवस्था की विकास दर में गति आएगी।

**सरकार के नए पैकेज से बढ़ेगा**

**घरेलू विनिर्माण, निजी निवेश**

वाहनों का कल-पुर्जा बनाने वाली कम्पनियों के संगठन एक्सा ने शुक्रवार को कहा कि कंपनी कर घटाने समेत अन्य राहत की सरकार की घोषणा से घरेलू विनिर्माण को बड़ा सहारा मिलेगा। उसने कहा कि इससे निजी क्षेत्र में निवेश आकर्षित करने में भी मदद मिलेगी। एक्सा

कहा कि त्यौहारी मौसम के शुरू होने से पहले सरकार की इस घोषणा से बाजार की धारणा सकारात्मक होगी। एक्सा अध्यक्ष दीपक जैन ने एक बयान में कहा, 'कार्पोरेट कर की दर मौजूदा कम्पनियों के लिये घटाकर 22 प्रतिशत तथा नयी विनिर्माण कम्पनियों के लिये घटाकर 15 प्रतिशत करने और न्यूनतम वैकल्पिक कर में राहत देने की घोषणा विनिर्माण, निवेश तथा आर्थिक गतिविधियों को तेज करने के लिये सही दिशा में उठाया गया कदम है।' उन्होंने कहा कि कार्पोरेट सामाजिक उत्तरदायित्व (सीएसआर) का दायरा बढ़ाने से वाहन क्षेत्र में शोध एवं विकास का रास्ता तैयार होगा। उन्होंने कहा कि वाहन उद्योग को कल-पुर्जा पर 18 प्रतिशत की दर से एक समान माल एवं सेवा कर

Dainik Vishwamitra

## बिक्रि पथ खोजार डक

कार्पोरेट टैक्स दरों में कटौती के बनेजिर हाइ देओया दिनेई आरुओ एकटि घटनार दिफे उदधीव हये तकिये छिल देशेर वाणिज्यमहल। सेटि हल, जिएसटि काउणिलेर वैठक। देशेर विमिये पडा अर्थनीतिके चाङा करते अर्थमन्त्रीर टाना चार बार 'स्टिमूलस' देओयार पाशापाशि आशा करा हयेछिल गाडि-सह एकाधिक फेफ्रे जिएसटि कमिये दिते पावे काउणिल। किन्तु सेई प्रत्याशा पूरण ना हओयार, सरकारेर उपर आर भरसा ना करे निजेदेर मध्ये थेकेई चाहिदा बाङनोर पथ वेर करते आहान जानापने देशे गाडि प्रशुतकारी संस्थांणिलर संगठन सियामेर सभापति राजन ओयावेरा। एक विवृतिते तिनि जानियेछन, 'गाडि शिणेर सडे युक्त समस्त संगठनंणिल आशा करेछिल तादेर दीर्घदिनेर चाहिदा मेने कार्यकर जिएसटि'र हार २८ थेके १८ शतांशे नामिये आना हवे। किन्तु ता ना हओयार एखन गाडि प्रशुतकारी संस्थांणिलकेई अभावुतरीण भावे माथा खाटिये वेर करते हवे, की भावे तलानिते नेमे आसा चाहिदार परिस्थिति थेके बेरिये आसा यार।' जिएसटि हार कमनो निये सरब छिल गाडि यंत्रांश उंपदनकारी संस्थांणिलर संगठन अटोमोतिड कम्पनोन्ट म्यानूफ्याकचारार्स अ्यासोसियेशन अफ इंडियाओ (एसिएमए)। तादेर दावि छिल, वर्तमाने प्राय ७० शतांश यंत्रांशेर उपरे १८ शतांश हारे जिएसटि नेओया हय। अन्यादिके दामि यंत्रांशेर फेफ्रे एर परिमाण २८ शतांश। संस्थांणिल याते तादेर कार्यकरी मूलधन जोगाडेडर जन्य सहजे ऋण निते पावे एवंग ता दीर्घमोयादि संप्द तैरिर काजे

विनियोग करते पावे से जन्य समस्त धरनेर यंत्रांशेर फेफ्रेई १८ शतांश जिएसटि बलबंग करा होक। सेई प्रत्याशा पूरण ना हओयार फेफ्रे प्रकाश करेछे नामप्रकाशे अनिच्छुक एकाधिक एसिएमए सदस्यओ। तवे जिएसटि हार ना कमालेओ ८ मिटारेर कम दैथेर १०-१३ सिटार गाडिउर उपर जिएसटि कम्पनोन्टन सेस कमनोको 'सन्तोषजनक' पदफेफ्रे बले जानिये राजनेर दावि, 'आमरा दीर्घदिनेर धरेई १०-१३ सिटारेर सब धरनेर गाडिउर उपरेई एई कम्पनोन्टन सेस तुले देओयार दावि जानिये आसछिलाम।



आंशिक भावे ता पूरण करा हणेओ आगामी दिने केश्र ता विवेचना करवे बलेई आशा करछि आमरा।' अन्य दिफे, जिएसटि'र हार कमनो ना हणेओ कर्पोरेट ट्यांज कमनोय, ता सार्विक भावे गाडि शिणके घुवे दांङाते साहाय करवे बले शनिवार आशा प्रकाश करेछन मारुति सुङुकि इंडिया लिमिटेडेडर चेयारम्यान आर सि भार्गव। तांर दावि, 'कर कमनोर फेफ्रे ये अतिरिक्त टाका गाडि प्रशुतकारी संस्थांणिलर काछे थाकवे, ता दिये चाहिदा आणेर जायगाय विरिये आनते एकाधिक पदफेफ्रे करते पारबेन कर्तुपफ्। यार जेरे अदुर भविष्यते गाडि शि सञ्चबना रयेछे।'

Ei Samay

# নিজেই পথ খুঁজবে গাড়ি

নিজস্ব সংবাদদাতা

জিএসটি কমানোর আর্জিতে কান দেয়নি কেন্দ্র। আপাতত তাই চাহিদা বাড়ানোর পথ গাড়ি শিল্পকেই খুঁজে নিতে হবে বলে মনে করছে গাড়ি সংস্থাগুলির সংগঠন সিয়াম।

সিয়াম গাড়ির জিএসটি ২৮% থেকে কমিয়ে ১৮% করার আর্জি জানিয়েছিল। সহযোগী যন্ত্রাংশ শিল্পের সংগঠন অ্যাকমা যন্ত্রাংশের উপর একটি হারে (১৮%) করের দাবি জানায়। পরিষদের বৈঠকের আগেই অবশ্য জিএসটি ফিটমেন্ট কমিটি প্রস্তাবগুলি নাকচ করে দেয়।

সিয়ামের প্রেসিডেন্ট রাজন ওয়াধেরা জানিয়েছেন, তা সত্ত্বেও তাঁরা জিএসটি কমার ব্যাপারে আশাবাদী ছিলেন। তা না হওয়ায় চাহিদা বাড়তে নিজেদেরই পথ খুঁজতে হবে বলে মনে

Ananda Bazar Patrika

# বাহন উद्योग का जल्द दूर हो जाएगा संकट

▶ अनुच्छेद 370 के मुकाबले बहुत छोटी है यह समस्या

■ नई दिल्ली (भाषा)।

केंद्रीय मंत्री अर्जुन राम मेघवाल ने शुक्रवार को कहा कि यदि प्रधानमंत्री नरेंद्र मोदी की सरकार जम्मू-कश्मीर से जुड़े अनुच्छेद 370 के कुछ प्रावधानों को निष्प्रभावी करने के लिए संसद सत्र बढ़ा सकती है तो वाहन क्षेत्र की दिक्कत दूर करना 'छोटी' चीज है। यह मसला जल्द सुलझा लिया जाएगा।

भारी उद्योग एवं सार्वजनिक क्षेत्र उपक्रम राज्यमंत्री मेघवाल ने भारतीय वाहन कलपुर्जा विनिर्माता संघ (एक्मा) के वार्षिक सम्मेलन में कहा कि वाहन उद्योग की समस्या को 'सुलझा' लिया जाएगा। मेघवाल ने कहा, 'जब लोकसभा चल रही थी और अनुच्छेद 370 पर फैसला नहीं हुआ था तो कई सांसद मेरे पास आते और पूछते थे कि क्या सत्र को आगे बढ़ाया जाएगा।' उन्होंने कहा कि सांसद संसद सत्र की अवधि आगे बढ़ाए जाने के इच्छुक नहीं थे।

केंद्रीय मंत्री ने वाहन उद्योग के प्रतिनिधियों को भरोसा दिया, 'जब हम संसद



भरोसा

- सरकार के लिए इस उद्योग की दिक्कत दूर करना छोटी चीज : मेघवाल
- इसलिए चिंता न करें इस क्षेत्र से जुड़े उद्यमी
- इस मसले को जल्द सुलझा लेगी सरकार
- निर्यात प्रोत्साहन देने की संभावना पर भी विचार करेगी सरकार

का सत्र आगे बढ़ाकर अनुच्छेद 370 जैसी पुरानी समस्या को दूर कर दिया तो आपकी समस्या तो बहुत छोटी है। चिंता मत करें आपकी समस्या को भी जल्द सुलझा लिया जाएगा।' वाहन उद्योग करीब एक साल से मुश्किलों से गुजर रहा है और उसने सरकार से समर्थन देने की मांग की है। इसमें वाहनों पर जीएसटी की दर को 28 से 18 फीसद करना भी शामिल है।

उन्होंने जोर देकर कहा, 'हम आपकी दिक्कतों को वित्त मंत्री, प्रधानमंत्री के समक्ष उठाएंगे। जब मोदी देश की अर्थव्यवस्था को 5,000 अरब डालर पर पहुंचाने का लक्ष्य लेकर चल रहे हैं तो आपकी दिक्कतों को दूर किया जाएगा। आप चिंता मत कीजिए।' केंद्रीय मंत्री मेघवाल ने विश्वास दिलाया कि सरकार वाहन उद्योग को निर्यात प्रोत्साहन देने की संभावना

Rashtriya Sahara

## दीपक जैन बने 'एक्मा' के अध्यक्ष

मुंबई, व्या.प्र. ऑटो कंपोनेंट्स कंपनियों के संगठन 'एक्मा' ने ल्यूमैक्स इंडस्ट्रीज के चेयरमैन और प्रबंध निदेशक दीपक जैन को को अपना नया अध्यक्ष नियुक्त किया है. भारतीय



वाहन कलपुर्जा विनिर्माता संघ (एक्मा) ने एक बयान में बताया कि 2019-21 के लिए सोना कोमस्टार के चेयरमैन संजय कपूर को नया उपाध्यक्ष नियुक्त किया गया है. वाहन कलपुर्जों के प्रमुख विनिर्माता और उद्योग जगत के दिग्गज दीपक जैन के पास उद्योग से जुड़ी गहरी समझ है. उन पर मौजूदा चुनौतीपूर्ण हालात में उद्योग के एजेंडा को आगे ले जाने के

Nava Bharat

## ऑटोमोबाइल पार्ट्स एसोसियेशननी सभामां प्रधानने श्रोताअे 'अरीसो' बताव्यो

### ऑटो उद्योगनी मंडी माटे नोटबंधी जवाबदार!

नवी दिल्ली: ऑटोमोबाइल उद्योगमां मंडीनो प्रश्न अेक समारंभमां उठाववा जता राजकक्षाना नाएां प्रधान अनुराग ठाकुरे सामे अेक श्रोताअे अणुधायी प्रतिभाव आय्यो હતો. ऑટોમોટિવ કમ્પોનેન્ટ મેન્યુફેક્ચરસ એસોસિએશન ઓફ ઈન્ડિયા (એસીએમએ)ની બેઠકમાં ઠાકુરના વક્તવ્ય દરમિયાન લુધિયાનાના અેક શ્રોતાઅે ઊભા થઈને કહ્યું કે, નોટબંધીના પગલે આમ (મંદી) થયું છે. લોકો પાસે નાણાં જ નથી. 'ઠાકુરે શ્રોતાને 'થેન્ક યૂ' કહી પોતાની રજૂઆત આગળ વધારી હતી. સરકાર, આરબીઆઈ અને કાર ઉત્પાદકોઅે ડિસ્કાઉન્ટ

જાહેર કર્યા હોવા છતાં વાહનોનું વેચાણ કેમ વધી રહ્યું નથી તેવો પ્રશ્ન અનુરાગ ઠાકુરે શ્રોતાઓને પૂછ્યો હતો. જેના જવાબમાં જસબિરસિંહે નોટબંધી જવાબદાર હોવાનો પ્રતિભાવ આપ્યો હતો.

અનુરાગ ઠાકુરે વિચલિત થયા વગર પોતાની સ્પીચ આગળ વધારી હતી. તેમણે કહ્યું કે 'જો નોટબંધીથી આવી પરિસ્થિતિ ઊભી થઈ હોય તો હવે શું કરવું જોઈએ? વ્યાજદરમાં ઘટાડો, કંપનીઓ દ્વારા ડિસ્કાઉન્ટ છતાં પણ માગ કેમ વધી રહી નથી? શું વિશ્વસ્તરે કે ફક્ત સ્થાનિક સ્તરે માગ ઘટી રહી છે?'

'શું લોકો ટેક્સીનો વધુ ઉપયોગ કરી રહ્યા છે કે ઈલેક્ટ્રિક વ્હિકલ્સનો વિકલ્પ વિચારી રહ્યા છે? ઓછા વેચાણ માટે ઘણાં કારણ હોય શકે છે.'ભારે ઉદ્યોગના રાજ્ય કક્ષાના પ્રધાન અર્જુન રામ મેઘવાલાે જસબિરસિંહને પૂછ્યું હતું કે, 'તમે કેટલી રોકડ રકમ રાખી શકો છો? આ દેશનો વિકાસ કરવાનો છે ત્યારે તમે સમાંતર અર્થતંત્ર ચલાવવાનો પ્રયત્ન કરી રહ્યા છે.'

જો કે શિખર બેઠકના આ સત્ર પછી ઘણાં શ્રોતાઓ જસબિરસિંહને મળ્યા હતા અને ઓટો ઉદ્યોગ વતી રજૂઆત કરવા તેમને અભિનંદન આપ્યા હતા.

Mumbai Samachar



होम > हॉट व्हील्स > ऑटो सेक्टर पर मंदी: एक्मा ने की वाहनों के सभी कल-पुर्जों पर 18% की दर ...

## ऑटो सेक्टर पर मंदी: एक्मा ने की वाहनों के सभी कल-पुर्जों पर 18% की दर से जीएसटी लगाने की मांग

वाहनों के कल-पुर्जे बनाने वाली कंपनियों के संगठन ऑटोमोटिव कंपोनेंट मैनुफैक्चर्स एसोसिएशन ऑफ इंडिया (एक्मा) के अध्यक्ष राम वेंकटरमानी ने कहा, "वाहन कल-पुर्जा क्षेत्र की ओर से हम सरकार से सभी कल-पुर्जों पर एक समान 18 प्रतिशत की दर से जीएसटी लगाने की मांग करते हैं।"

By भाषा | Follow | Published: September 6, 2019 02:30 PM | Updated: September 6, 2019 02:30 PM



Lokmat



होम » न्यूज़ » मनी

## बड़ा झटका! लगातार 10वें महीने घटी कार और बाइक की बिक्री, 22 साल की सबसे बड़ी गिरावट



अगस्त में पैसेंजर व्हीकल की बिक्री (August Auto Sales) एक साल पहले इसी माह की तुलना में 31.57 फीसदी घटकर 1,96,524 वाहन रह गई. एक साल पहले अगस्त में 2,87,198 वाहनों की बिक्री हुई थी

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**BUSINESS NEWS HINDI** (बिजनेस)

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## ऑटो पार्ट्स पर एक समान 18% GST लगाने की मांग

Edited By jyoti choudhary, Updated: 06 Sep, 2019 06:26 PM

New Delhi



Punjab Kesari

ZEE NEWS HD

LIVE TV विधानसभा चुनाव वीडियो फोटो देश प्रदेश दुनिया क्रिकेट बिजनेस बॉलीवुड टेक्नोलॉजी हेल्थ ब्लॉग क्राइम धर्मराशिफल

Hindi News » ऑटोमोबाइल

अनुराम ठाकुर

## दिवाली से पहले ऑटो सेक्टर को बड़ी राहत की उम्मीद, GST कम करने पर हो सकता है विचार

Gst Rates Cut on Auto Sector : फेस्टिव सीजन से पहले बिक्री में गिरावट से जूझ रही ऑटो इंडस्ट्री के लिए सरकार की तरफ से बड़ा कदम उठाया जा सकता है. हेवी इंडस्ट्रीज और पब्लिक इंटरप्राइज के केंद्रीय राज्य मंत्री अर्जुन राम मेघवाल ने शुक्रवार को ऑटो सेक्टर में जीएसटी की दर घटाने की तरफ इशारा किया.



Mu

Zee News

# मंत्री ने पूछा-क्यों नहीं बिक रही कार? जवाब मिला-नोटबंदी सरकार!

क्विक हिंदी | 06.09.19

बिजनेस न्यूज 2 मिनट

4.5k ENGAGEMENT



देश में गाड़ियों की बिक्री कम होने की वजह जानने की कोशिश कर रहे वित्त राज्य मंत्री को खरी-खरी सुननी पड़ी. ऑटो कंपोनेंट मैनुफैक्चरर्स एसोसिएशन यानी ACMA के एक इवेंट में जब वित्त राज्य मंत्री अनुराग ठाकुर ने मैनुफैक्चरर्स से पूछा कि गाड़ियों की बिक्री कम क्यों रही है तो इंडस्ट्री के एक प्रतिनिधि ने कहा कि ऐसा नोटबंदी की वजह से हुआ.

## मैनुफैक्चरर ने कहा कि नोटबंदी की वजह से घटी गाड़ियों की बिक्री

The Quint

The screenshot shows the Aaj Tak news website. The top navigation bar includes 'आज तक' logo and links for 'न्यूज', 'सिनेमा', 'फोटो', 'वीडियो', 'गैजेट्स', 'जुर्म', and 'फैक्ट चेक'. Below this is a secondary navigation bar with 'खबरें', 'होम', 'न्यूज', 'देश', 'दुनिया', and 'खेल'. The main content area features the headline 'ऑटो सेक्टर: अभी दूर है मंजिल, इस बार की GST बैठक में टैक्स राहत मिलना मुश्किल' and a sub-headline 'Hindi News / खबरें / कारोबार'. A short paragraph below the headline discusses the industry's demand for a 18% GST rate. The article is accompanied by a photograph of a large parking lot filled with cars. The 'Aaj Tak' logo is visible in the bottom right corner of the image.

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मुख्य समाचार

News of Saturday, 7th September 2019

PDF | Email | Print

**मंढी अने नोटबन्धीथी तंग वेपारीअे नाशाभन्त्रीनी 'बोवती'बन्ध करी!**  
बुधियाशाना ज.अेस. ओटोनां जसबीर सिंघे मन्त्रीने बोवता अटकाव्या हता अने कहुं डे, नोटबन्धीनी आ बधी असरो हवे पडी रही छे: लोक़ो पासे पैसा नथी



Akila

**जनसत्ता**  
October 16, 2019

**ताज़ा खबर** LIVE Updates: हिंदू महासभा ने दिखाया राम जन्मभूमि का नक्शा, मुस्लिम पक्ष के वकील ने कर डाले 5

Hindi News / व्यापार / ऑटो हब पुणे में इंजीनियर बेचते हैं पान, अधिकांश सीवी लेकर कंपनियों के लगाते हैं चक्कर

**ऑटो हब पुणे में इंजीनियर बेचते हैं पान, अधिकांश सीवी लेकर कंपनियों के लगाते हैं चक्कर**

पुणे ऑटोमोबाइल हब माना जाता है, जिसमें पुणे, पिंपरी चिंचवाड़, तालेगांव और चाकन के इलाके आते हैं। इस ऑटोमोबाइल हब में कई बड़ी कंपनियों के मैनुफैक्चरिंग प्लांट हैं। इनमें टाटा मोटर्स, महिंद्रा एंड महिंद्र, बजाज और वॉक्सवैगन शामिल है।

जनसत्ता ऑनलाइन

Jansatta



हिंदी न्यूज़ / व्यापार / biz

## कॉरपोरेट टैक्स घटाने से बढ़ेगा घरेलू विनिर्माण व निजी निवेश: ACMA



Publish Date: Fri, 20 Sep 2019 06:46 PM (IST)



### लेटेस्ट वीडियो

16 October Daily Astro: सिंह राशि वालों के लिए सूर्य का परिवर्तन हितकर होगा।



Dainik Jagran

## ANNEXURES

S.No.	Publication	Headline	Editions	Ad-Value (INR)
<b>PRINT</b>				
1	Business Standard	<a href="#">Make in India to cut imports: Maruti to auto parts industry</a>	Kolkata	41,033
2	Business Standard	<a href="#">Make in India to cut imports: Maruti to auto parts industry</a>	Mumbai	74,884
3	Business Standard	<a href="#">Make in India to cut imports: Maruti to auto parts industry</a>	Bangalore	23,298
4	Business Standard	<a href="#">Make in India to cut imports: Maruti to auto parts industry</a>	Delhi	71,382
5	Fortune India	<a href="#">STUCK IN REVERSE</a>	Periodical	4,452,750
6	The Morning Standard	<a href="#">ACMA seeks uniform 18% GST on all components</a>	New Delhi	76,933
7	The Economic Times	<a href="#">Auto Parts Makers Put \$2b Investments on Hold</a>	Chennai	255,567
8	The Economic Times	<a href="#">Auto Parts Makers Put \$2b Investments on Hold</a>	Delhi	674,488
9	The Economic Times	<a href="#">Auto Parts Makers Put \$2b Investments on Hold</a>	Hyderabad	156,426
10	The Economic Times	<a href="#">Auto Parts Makers Put \$2b Investments on Hold</a>	Kolkata	233,962
11	The Economic Times	<a href="#">Auto Parts Makers Put \$2b Investments on Hold</a>	Bangalore	271,134
12	The Economic Times	<a href="#">Auto Parts Makers Put \$2b Investments on Hold</a>	Mumbai	854,297
13	Financial Express	<a href="#">Auto dealers for reporting of retail numbers instead of wholesale despatches</a>	Bangalore	55,916
14	Financial Express	<a href="#">Auto dealers for reporting of retail numbers instead of wholesale despatches</a>	Delhi	94,900
15	Financial Express	<a href="#">Auto dealers for reporting of retail numbers instead of wholesale despatches</a>	Kolkata	49,343
16	Financial Express	<a href="#">Auto dealers for reporting of retail numbers instead of wholesale despatches</a>	Chennai	42,671
17	Financial Express	<a href="#">Auto dealers for reporting of retail numbers instead of wholesale despatches</a>	Mumbai	121,178
18	Financial Express	<a href="#">Maruti asks component ind to make key parts in India to cut imports</a>	Kolkata	23,431
19	Financial Express	<a href="#">Maruti asks component ind to make key parts in India to cut imports</a>	Mumbai	77,795
20	Financial Express	<a href="#">Maruti asks component ind to make key parts in India to cut imports</a>	Bangalore	34,929
21	Financial Express	<a href="#">Maruti asks component ind to make key parts in India to cut imports</a>	Chennai	26,855
22	Financial Express	<a href="#">Maruti asks component ind to make key parts in India to cut imports</a>	Hyderabad	24,804
23	Financial Express	<a href="#">Maruti asks component ind to make key parts in India to cut imports</a>	Delhi	39,901
24	The Hindu Business Line	<a href="#">Tata Motors shifts track with retail as its new mantra</a>	National	1,025,746
25	Autocar Prof	<a href="#">Vedanta first in India to launch primary foundry alloy</a>	National	226,802
26	The Indian Express	<a href="#">Auto sector problems minor in nature... will be resolved soon</a>	Mumbai	27,9634
27	The Indian Express	<a href="#">Auto sector problems minor in nature... will be resolved soon</a>	Delhi	136,478
28	The Pioneer	<a href="#">Auto sector seeks GST cut, fears more job loss</a>	Delhi	409,280

S.No.	Publication	Headline	Editions	Ad-Value (INR)
29	Millennium Post	<a href="#">Auto players should also take up GST rate cut demand with state FMs: MoS Finance</a>	Delhi	39,285
30	The Free Press Journal	<a href="#">Maruti to ACMA:Produce key parts to cut imports</a>	Mumbai	83,234
31	The Free Press Journal	<a href="#">MINISTER HECKLED IN AUTO MEET</a>	Mumbai	101,082
32	The Economic Times	<a href="#">Automakers, States Must Talk for Lower GST'</a>	Hyderabad	184,369
33	The Economic Times	<a href="#">Automakers, States Must Talk for Lower GST'</a>	Chennai	265,888
34	People Matters	<a href="#">Indian Auto industry hits rough road</a>	National	183,223
35	Business Standard	<a href="#">Turning disruption into growth</a>	Bangalore	70,848
36	Business Standard	<a href="#">Turning disruption into growth</a>	Mumbai	184,444
37	Business Standard	<a href="#">Turning disruption into growth</a>	Delhi	196,776
38	Business Standard	<a href="#">Turning disruption into growth</a>	Kolkata	96,376
39	The Morning Standard	<a href="#">Incubators get a shot in arm</a>	Delhi	244,999
40	The Economic Times	<a href="#">Get CMs on Board for Cut in Auto GST</a>	Mumbai	600,143
41	The Economic Times	<a href="#">Get CMs on Board for Cut in Auto GST</a>	Delhi	545,394
42	The Economic Times	<a href="#">Get CMs on Board for Cut in Auto GST</a>	Bangalore	159,115
43	The Economic Times	<a href="#">Get CMs on Board for Cut in Auto GST</a>	Kolkata	194,632
44	The Hindu	<a href="#">Auto firms should also take up GST rate cut demand with State FMs</a>	Chennai	1,104,833
45	The Hindu	<a href="#">Auto firms should also take up GST rate cut demand with State FMs</a>	Bangalore	260,720
46	The Hindu	<a href="#">Auto firms should also take up GST rate cut demand with State FMs</a>	Hyderabad	215,013
47	The Asian Age	<a href="#">Corporate tax cut cheers Auto Inc</a>	Kolkata	175,254
48	The Asian Age	<a href="#">Corporate tax cut cheers Auto Inc</a>	Delhi	156,755
49	The Asian Age	<a href="#">Corporate tax cut cheers Auto Inc</a>	Mumbai	147,513
50	Business Standard	<a href="#">Towards a uniform gst rate for all components?</a>	Chennai	80,488
51				
52	Hindustan Times	<a href="#">Ev industry may get a shot in the arm with lower taxes</a>	Mumbai	511,169
53	Hindustan Times	<a href="#">Ev industry may get a shot in the arm with lower taxes</a>	Delhi	1,222,562
54	The Statesman	<a href="#">Siam seeks govt help for smooth transition to BS-VI norms</a>	Kolkata	78,480
55	The Statesman	<a href="#">Siam seeks govt help for smooth transition to BS-VI norms</a>	Delhi	16,092
56	Autocar Professional	<a href="#">Deepak Jain: 'ACMA will be far more engaged with all stakeholders.'</a>	National	245,800
57	The Hans India	<a href="#">100 days of Modi 2.0</a>	Hyderabad	615,157
58	The Telegraph	<a href="#">Note ban blamed for auto sales slump</a>	Kolkata	490,034
59	Hindustan Times	<a href="#">Limited-period GST relief for small cars?</a>	Mumbai	594,502
60	Telangana Today	<a href="#">Produce electronics in India, says Maruti</a>	Hyderabad	72,572

S.No.	Publication	Headline	Editions	Ad-Value (INR)
61	Telangana Today	<a href="#">'Auto firms should talk to State FMs'</a>	Hyderabad	298,144
62	Financial Express	<a href="#">Expert View</a>	Chennai	10,879
63	Financial Express	<a href="#">Expert View</a>	Delhi	19,021
64	Autoguide	<a href="#">Manesar in deep gloom, but hopes for revival</a>	National	282,278
65	Financial Express	<a href="#">Expert View</a>	Mumbai	36,071
66	Financial Express	<a href="#">Expert View</a>	Kolkata	12,400
67	The Hindu Business Line	<a href="#">M&amp;M to defer investment plans</a>	National	720,035
68	Frontline	<a href="#">On a downward spiral</a>	National	504,685
69	Autocar Professional	<a href="#">Nikunj Sanghi: 'Disruptions will change a lot of jobs that exist today but will also create new ones'</a>	National	296,540
70	Business Standard	<a href="#">Slowdowns are the nurseries of capitalism, says Sihag</a>	Mumbai	28,154
71	Business Standard	<a href="#">Slowdowns are the nurseries of capitalism, says Sihag</a>	Kolkata	15,823
72	Business Standard	<a href="#">Slowdowns are the nurseries of capitalism, says Sihag</a>	Chennai	5,549
73	Business Standard	<a href="#">Slowdowns are the nurseries of capitalism, says Sihag</a>	Delhi	26,861
74	Business Standard	<a href="#">Slowdowns are the nurseries of capitalism, says Sihag</a>	Bangalore	9,129
75	Business Standard	<a href="#">Manesar in deep gloom, but hopes for revival</a>	Hyderabad	54,284
76	Business Standard	<a href="#">Manesar in deep gloom, but hopes for revival</a>	Delhi	230,367
77	Business Standard	<a href="#">Manesar in deep gloom, but hopes for revival</a>	Mumbai	161,432
78	Business Standard	<a href="#">Manesar in deep gloom, but hopes for revival</a>	Bangalore	80,081
79	Business Standard	<a href="#">Manesar in deep gloom, but hopes for revival</a>	Kolkata	102,776
80	Auto Tech Review	<a href="#">Policy measures announced to revive auto sales</a>	National	62,647
81	Commercial Vehicle	<a href="#">CV industry loses pace</a>	National	1,505,819
82	Autocar Professional	<a href="#">Mahindra Accelo keen to prove its mettle in vehicle scrappage era</a>	National	302,634
83	The Indian Express	<a href="#">Thakur to automakers: Take up GST cut demand with state FMs</a>	Mumbai	566,451
84	The Indian Express	<a href="#">Thakur to automakers: Take up GST cut demand with state FMs</a>	Delhi	276,270
85	Autocar Professional	<a href="#">Automakers should face disruptive reality in bid to spur sales</a>	National	306,405
86	Autoguide	<a href="#">Deepak Jain is new President of ACMA, Sunjay Kapur V-P</a>	National	711,494
87	Business Standard	<a href="#">DISCUSSING INDIA'S AUTO COMPONENTS LANDSCAPE</a>	Chennai	34,038

S.No.	Publication	Headline	Editions	Ad-Value (INR)
88	The Hindu Business Line	<a href="#">Industry seeks govt help in smooth transition to BS-VI emission norms</a>	National	176,443
89	Mint	<a href="#">We must focus on China for ideas as well as markets</a>	National	1,188,828
90	The Hans India	<a href="#">Auto cos seek govt help for smooth transition</a>	Hyderabad	297,872
91	Telangana Today	<a href="#">ACMA wants 18% GST on all components</a>	Hyderabad	32,628
92	Autocar Professional	<a href="#">Vinnie Mehta: 'Once the slowdown is over, the industry will have to go about re-skilling people;</a>	National	394,918
93	Auto Today	<a href="#">Moving Forward</a>	National	372,450
94	The Hindu	<a href="#">Demand environment to remain volatile, says Tata Motors MD</a>	Bangalore	127,465
95	The Hindu	<a href="#">Demand environment to remain volatile, says Tata Motors MD</a>	Hyderabad	696,861
96	The Hindu	<a href="#">Demand environment to remain volatile, says Tata Motors MD</a>	Mumbai	57,326
97	The Hindu	<a href="#">Demand environment to remain volatile, says Tata Motors MD</a>	Chennai	510,168
98	The Telegraph	<a href="#">Auto warns of dark days</a>	Kolkata	475,168
99	The Hindu	<a href="#">'Auto firms should also take up GST rate cut demand with State FMs'</a>	Delhi	146,478
100	Mint	<a href="#">Tax incentive for new firms could spark 'make in India' for EV parts</a>	National	1,703,134
101	Autocar Professional	<a href="#">Nakul Pasricha</a>	National	224,427
102	Mint	<a href="#">Auto sector seeks cut in GST to help revive sales in festive season</a>	National	572,453
103	Autoguide	<a href="#">ACMA 59th Annual Session Call for uniform GST</a>	National	287,754
104	Business Standard	<a href="#">Managing the ongoing slowdown</a>	Chennai	29,380
105	The Hans India	<a href="#">Junior FM heckled over slowdown</a>	Hyderabad	192,530
106	Telangana Today	<a href="#">Help sought in BS-VI compliance</a>	Hyderabad	70,574
107	Business Standard	<a href="#">Slowdown, uncertainty force auto component industry to pare capex</a>	Hyderabad	51,779
108	Business Standard	<a href="#">Slowdown, uncertainty force auto component industry to pare capex</a>	Chennai	32,014
109	Autoguide	<a href="#">Gadkari assures positive steps</a>	National	704,062
110	Motor India	<a href="#">FADA 2nd Auto Retail Conclave deliberates on 'Prosperity in Diversity'</a>	National	45,051
111	The Pioneer	<a href="#">Tax rate cut to boost investments in private sector, says ACMA</a>	Delhi	68,592
112	Autocar Professional	<a href="#">FADA Conclave sees experts strategise to be future-ready</a>	National	75,285
113	Mint	<a href="#">'Centre should state clearly if GST will be cut'</a>	National	1,450,822

S.No.	Publication	Headline	Editions	Ad-Value (INR)
114	Deccan Chronicle	<a href="#">Corporate tax cut cheers Auto Inc</a>	Chennai	463,137
115	Autocar Professional	<a href="#">Component makers brace for tough year</a>	National	299,344
116	DT Next	<a href="#">Auto firms must take up GST rate cut demand with states: Thakur</a>	Chennai	164,146
117	DT Next	<a href="#">Anurag Thakur heckled over DeMo and slowdown</a>	Chennai	53,856
118	The New Indian Express	<a href="#">ACMA seeks uniform 18% GST on all components</a>	Chennai	148,085
119	The Hindu Business Line	<a href="#">GST Council yet to arrive at a consensus on rate cut for auto sector: Anurag Thakur</a>	National	688,121
120	The Hindu Business Line	<a href="#">Lumax Industries CMD Deepak Jain named ACMA's new President</a>	National	87,015
121	Autocar Professional	<a href="#">Industry heads urge suppliers to master the quality mantra</a>	National	700,436
122	Mint	<a href="#">Maruti, Tata Motors urge parts suppliers to target zero defects</a>	National	1,032,236
123	Autoguide	<a href="#">Swift action is the need of the hour</a>	National	142,256
<b>ONLINE</b>				
124	CNBC TV18	<a href="#">When MoS Finance Anurag Thakur was caught off guard</a>	Online	100,000
125	NDTV	<a href="#">Auto Industry Warns of More Job Losses If Slowdown Continues</a>	Online	100,000
126	The Times Of India	<a href="#">ACMA seeks uniform 18 pc GST on all components</a>	Online	100,000
127	The Economic Times	<a href="#">ACMA seeks uniform 18 per cent GST on all components</a>	Online	100,000
128	The Hindu Business Line	<a href="#">Auto industry seeks govt help in smooth transition to BS-VI emission norms</a>	Online	100,000
129	The Hans India	<a href="#">Auto cos seek government help for smooth transition</a>	Online	100,000
130	Business Standard	<a href="#">Continuance of slowdown could lead to more job losses, social consequences: Auto industry</a>	Online	100,000
131	Financial Express	<a href="#">Key takeaways from top industry leaders at the 59th ACMA annual session</a>	Online	100,000
132	The Asian Age	<a href="#">ACMA seeks uniform 18 per cent GST on all components</a>	Online	100,000
133	The Hindu	<a href="#">'Auto firms should also take up GST rate cut demand with State FMs'</a>	Online	100,000
134	Mint	<a href="#">Auto component makers seek uniform 18% GST</a>	Online	100,000
135	ABP News	<a href="#">Junior FM Anurag Thakur Heckled At Delhi Auto Event As Man Blamed Note Ban For Slowdown</a>	Online	100,000
136	Deccan Chronicle	<a href="#">ACMA seeks uniform 18 per cent GST on all components</a>	Online	100,000
137	Hindustan Times	<a href="#">Maruti asks auto component industry to produce key parts in India</a>	Online	100,000
138	India Today	<a href="#">States opposing cut in tax rate on auto ahead of GST council meet</a>	Online	100,000

S.No.	Publication	Headline	Editions	Ad-Value (INR)
139	Fortune India	<a href="#">Auto industry stuck in reverse</a>	Online	200,000
140	Autocar Professional	<a href="#">ACMA's Vinnie Mehta:'We will soon announce EV-related courses at our CoE at IIT, Sonapat.'</a>	Online	100,000
141	News18	<a href="#">ACMA Seeks Uniform 18% GST on all Components to Help Companies With Working Capital Borrowings</a>	Online	100,000
142	Outlook	<a href="#">Auto industry seeks govt help in smooth transition to BS-VI emission norms</a>	Online	100,000
143	India TV News	<a href="#">Auto players should also take up GST rate cut demand with state FMs: MoS Finance Anurag Thakur</a>	Online	100,000
144	Business Today	<a href="#">Continuance of slowdown could lead to more job losses, social consequences: Auto industry</a>	Online	100,000
145	The New Indian Express	<a href="#">Auto players should also take up the GST rate cut demand with state FMs: MoS Finance</a>	Online	100,000
146	Bloomberg Quint	<a href="#">Auto Slowdown: Industry Body Seeks Uniform 18% GST On Auto Components</a>	Online	100,000
147	The Statesman	<a href="#">Centre may raise auto sector's plea at GST Council</a>	Online	100,000
148	Moneycontrol	<a href="#">Auto industry seeks govt help in smooth transition to BS-VI emission norms</a>	Online	100,000
149	Yahoo! Finance	<a href="#">Continuance of slowdown could lead to more job losses, social consequences: Auto industry</a>	Online	100,000
150	Yahoo! Finance	<a href="#">MoS Finance Anurag Thakur heckled at ACMA event</a>	Online	100,000
151	Yahoo! Finance	<a href="#">Maruti Suzuki Asks Auto Components Industry To Make In India To Cut Imports</a>	Online	100,000
152	Yahoo! Finance	<a href="#">ACMA Appoints Lumax Industries' Deepak Jain As President</a>	Online	100,000
153	Yahoo! Finance	<a href="#">Auto Sector Should Pitch GST Rate Cut To State Finance Ministers As Well, Says Anurag Thakur</a>	Online	100,000
154	Yahoo! Finance	<a href="#">Auto Sector's Problems 'Minor', Will Be Resolved Soon, Says Arjun Ram Meghwal</a>	Online	100,000
155	Yahoo! Finance	<a href="#">Auto dealers for reporting of retail numbers instead of wholesale dispatches</a>	Online	100,000
156	Yahoo! Finance	<a href="#">Thakur to automakers: Take up GST cut demand with state FMs</a>	Online	100,000
157	Yahoo! Finance	<a href="#">100 days of Modi 2.0: Economic slowdown fades sheen of govt in second term despite gains in Article 370, triple talaq issues</a>	Online	100,000
158	Yahoo! Finance	<a href="#">Maruti to ACMA: Produce key parts to cut imports</a>	Online	100,000
159	Yahoo! Finance	<a href="#">Decision on GST rate deduction for automobiles for FinMin, state government to decide: Nitin Gadkari</a>	Online	100,000
160	Yahoo! Finance	<a href="#">Is Acma (SGX:AYV) Using Too Much Debt?</a>	Online	100,000
161	Yahoo! Finance	<a href="#">Update Announcement regarding financial position</a>	Online	100,000
162	Motown India	<a href="#">FADA hosts 2nd Auto Retail Conclave</a>	Online	100,000
163	Motor India	<a href="#">SIAM Convention starts with Minister's assurance to auto sector of pro-reform policies for revival</a>	Online	100,000

S.No.	Publication	Headline	Editions	Ad-Value (INR)
164	The Week	<a href="#">Continuance of slowdown could lead to more job losses social consequences Auto industry</a>	Online	100,000
165	The Week	<a href="#">HIGHLIGHTS</a>	Online	100,000
166	Millenium Post	<a href="#">Continuance of slowdown could lead to more job losses, social consequences: Auto industry</a>	Online	100,000
167	Millenium Post	<a href="#">Auto players should also take up GST rate cut demand with state FM's: MoS Finance</a>	Online	100,000
168	Millenium Post	<a href="#">A SCREECHING HALT</a>	Online	100,000
169	ThePrint	<a href="#">Auto industry says slowdown will cause more job losses, calls for reducing GST on vehicles</a>	Online	100,000
170	ThePrint	<a href="#">Truck drivers to contract engineers, lakhs are jobless in Gurgaon-Manesar auto hub</a>	Online	100,000
171	ThePrint	<a href="#">Slowdown is choking Tamil Nadu auto hub, but talking about it can get workers fired</a>	Online	100,000
172	ThePrint	<a href="#">In Pune auto hub, an engineer is selling paan, another is roaming around with his CV</a>	Online	100,000
173	Reuters, India	<a href="#">Morning News Call - India, September 6</a>	Online	100,000
174	Reuters, US	<a href="#">Morning News Call - India, September 6</a>	Online	100,000
175	Moneycontrol	<a href="#">Maruti asks auto component industry to produce electronics, key parts in India to cut imports</a>	Online	100,000
176	Moneycontrol	<a href="#">ACMA seeks uniform 18% GST on all components</a>	Online	100,000
177	ET Auto	<a href="#">Maruti asks auto component industry to produce electronics, key parts in India to cut imports</a>	Online	100,000
178	ET Auto	<a href="#">Auto sector problem 'minor', will be resolved soon: Arjun Ram Meghwal</a>	Online	100,000
179	ET Auto	<a href="#">ACMA seeks uniform 18 per cent GST on all components</a>	Online	100,000
180	ET Auto	<a href="#">MoS Finance Anurag Thakur heckled at ACMA event</a>	Online	100,000
181	ET Auto	<a href="#">Centre may raise auto sector's plea at GST Council</a>	Online	100,000
182	ET Auto	<a href="#">Part of the slowdown is self-inflicted and could have been avoided: Ashok Taneja</a>	Online	100,000
183	ET Auto	<a href="#">In India 17% cars would be sold to fleet owners and taxi operators by 2025: McKinsey</a>	Online	100,000
184	ET Auto	<a href="#">Auto component industry defers \$2 bn investment due to slowdown</a>	Online	100,000
185	ET Auto	<a href="#">Indian auto component industry need not fear EVs, say Industry leaders</a>	Online	100,000
186	ET Auto	<a href="#">India's economy slows, stalling once thriving manufacturing</a>	Online	100,000
187	ET Auto	<a href="#">Vishnu Mathur retires as SIAM DG; Rajesh Menon to takeover</a>	Online	100,000



S.No.	Publication	Headline	Editions	Ad-Value (INR)
188	ET Auto	<a href="#">Auto Inc sees corporate tax cut as investment stirrer</a>	Online	100,000
189	ET Auto	<a href="#">India can chart 8-9 pc GDP growth path on tax cuts: Experts</a>	Online	100,000
190	ET Auto	<a href="#">Tax incentives to encourage new EV parts manufacturers</a>	Online	100,000
191	ET Auto	<a href="#">ASDC re-appoints Nikunj Sanghi as Chairman</a>	Online	100,000
192	Business Standard	<a href="#">ACMA seeks uniform 18 pc GST on all components</a>	Online	100,000
193	Business Standard	<a href="#">MoS Finance Anurag Thakur heckled at ACMA event</a>	Online	100,000
194	Business Standard	<a href="#">Auto sector problem 'minor', will be resolved soon: Meghwal</a>	Online	100,000
195	Business Standard	<a href="#">Auto industry seeks govt help in smooth transition to BS-VI emission norms</a>	Online	100,000
196	Business Standard	<a href="#">Maruti asks auto component industry to produce electronics, key parts in India to cut imports</a>	Online	100,000
197	Business Standard	<a href="#">Apollo Hospitals' Kamineni wishes auto industry a 'soft landing'like Chandrayaan-2</a>	Online	100,000
198	Business Standard	<a href="#">Auto players should also take up GST rate cut demand with state FMs: MoS Finance</a>	Online	100,000
199	Business Standard	<a href="#">Slowdowns are the nurseries of capitalism, says Asha Ram Sihag</a>	Online	100,000
200	Business Standard	<a href="#">ACMA appoints Lumax Industries CMD Deepak Jain as President</a>	Online	100,000
201	Business Standard	<a href="#">Auto firms must take up GST rate cut demand with state FMs: Anurag Thakur</a>	Online	100,000
202	Business Standard	<a href="#">Corporate tax rate cut to encourage investments in private sector: ACMA</a>	Online	100,000
203	Business Standard	<a href="#">India can chart 8-9pc growth path on tax cuts: Experts, leaders ooze confidence</a>	Online	100,000
204	Business Standard	<a href="#">Turning disruption into growth</a>	Online	100,000
205	Business Standard	<a href="#">Rajesh Menon takes over as SIAM Director General</a>	Online	100,000
206	Newsd	<a href="#">'Govt open to take industry proposal to GST Council'</a>	Online	100,000
207	Newsd	<a href="#">Centre may raise auto sector's plea at GST Council (Lead)</a>	Online	100,000
208	Newsd	<a href="#">Minister heckled as delayed effect of DeMo blamed for slowdown</a>	Online	100,000
209	Newsd	<a href="#">Centre open to raise auto sector's plea at GST Council (Roundup)</a>	Online	100,000
210	Newsd	<a href="#">The hits and misses of 100 days of Modi 2.0</a>	Online	100,000
211	Daily World	<a href="#">'Govt open to take industry proposal to GST Council'</a>	Online	25,000
212	Daily World	<a href="#">Minister heckled as delayed effect of DeMo blamed for slowdown</a>	Online	25,000

S.No.	Publication	Headline	Editions	Ad-Value (INR)
213	Daily World	<a href="#">Centre open to raise auto sector's plea at GST Council</a>	Online	25,000
214	Devdiscourse	<a href="#">MoS Finance Anurag Thakur heckled at ACMA event</a>	Online	25,000
215	Devdiscourse	<a href="#">Auto sector problem 'minor', will be resolved soon: Meghwal</a>	Online	25,000
216	Devdiscourse	<a href="#">Auto players should also take up GST rate cut demand with state FMs: MoS Finance</a>	Online	25,000
217	Devdiscourse	<a href="#">ACMA appoints Lumax Industries CMD Deepak Jain as President</a>	Online	25,000
218	Devdiscourse	<a href="#">Apollo Hospitals' Kamineni wishes auto industry a 'soft landing'like Chandrayaan-2</a>	Online	25,000
219	Devdiscourse	<a href="#">Auto industry seeks govt help in smooth transition to BS-VI emission norms</a>	Online	25,000
220	Devdiscourse	<a href="#">Business highlights</a>	Online	25,000
221	Devdiscourse	<a href="#">Corporate tax rate cut to encourage investments in private sector: ACMA</a>	Online	25,000
222	The Hindu Business Line	<a href="#">GST Council yet to reach decide on rate cut for auto sector: Anurag Thakur</a>	Online	100,000
223	The Hindu Business Line	<a href="#">ACMA seeks uniform 18% GST on all auto components</a>	Online	100,000
224	The Hindu Business Line	<a href="#">Maruti asks auto component industry to produce electronics, key parts in India to cut imports</a>	Online	100,000
225	The Hindu Business Line	<a href="#">Auto industry body to share report card on August sales today</a>	Online	100,000
226	The Hindu Business Line	<a href="#">SIAM appoints Rajesh Menon as Director-General</a>	Online	100,000
227	The Hindu Business Line	<a href="#">Tata Motors shifts track with retail as its new mantra</a>	Online	100,000
228	The Tribune	<a href="#">Maruti asks auto component industry to produce electronics, key parts in India to cut imports</a>	Online	100,000
229	The Tribune	<a href="#">Auto component makers seek uniform GST</a>	Online	100,000
230	Daijiworld	<a href="#">'Govt open to take industry proposal to GST Council'</a>	Online	100,000
231	Daijiworld	<a href="#">Minister heckled as delayed effect of DeMo blamed for slowdown</a>	Online	100,000
232	Daijiworld	<a href="#">Centre open to raise auto sector's plea at GST Council</a>	Online	100,000
233	Daijiworld	<a href="#">The hits and misses of 100 days of Modi 2.0</a>	Online	100,000
234	BusinessWorld	<a href="#">ACMA Seeks Uniform 18 Per Cent GST On All Components</a>	Online	50,000
235	BusinessWorld	<a href="#">ACMA Seeks Uniform 18% GST On All Components</a>	Online	50,000
236	BusinessWorld	<a href="#">Auto Players Should Take Up GST Rate Cut Demand With State FMs: MoS Finance</a>	Online	50,000
237	Vishva Times	<a href="#">'Govt open to take industry proposal to GST Council'</a>	Online	25,000
238	Vishva Times	<a href="#">The hits and misses of 100 days of Modi 2.0</a>	Online	25,000

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239	Prokerala News	<a href="#">Govt open to take industry proposal to GST Council</a>	Online	100,000
240	Prokerala News	<a href="#">Minister heckled as delayed effect of DeMo blamed for slowdown</a>	Online	100,000
241	Prokerala News	<a href="#">Centre may raise auto sector's plea at GST Council</a>	Online	100,000
242	The Economic Times	<a href="#">Auto industry seeks government help in smooth transition to BS-VI emission norms</a>	Online	100,000
243	The Economic Times	<a href="#">MoS Finance Anurag Thakur heckled at ACMA event</a>	Online	100,000
244	The Economic Times	<a href="#">Auto players should also take up GST rate cut demand with state FMs: MoS Finance</a>	Online	100,000
245	The Economic Times	<a href="#">Auto sector problem 'minor', will be resolved soon: Arjun Ram Meghwal</a>	Online	100,000
246	The Economic Times	<a href="#">Maruti asks auto component industry to produce electronics, key parts in India to cut imports</a>	Online	100,000
247	The Economic Times	<a href="#">Auto players should also take up GST rate cut demand with state FMs: MoS Finance</a>	Online	100,000
248	The Economic Times	<a href="#">Market Movers: What changed for D-Street while you were sleeping</a>	Online	100,000
249	The Economic Times	<a href="#">India's economy slows, stalling once thriving manufacturing</a>	Online	100,000
250	NDTV Auto	<a href="#">Government Should Set End Goals, Allow Industry Freedom To Achieve It: Maruti Suzuki</a>	Online	100,000
251	NDTV Auto	<a href="#">Maruti Boss Challenges Indian Suppliers To Manufacture Key Electronic Components In India</a>	Online	100,000
252	NDTV	<a href="#">Government Open To Take Auto Industry Proposal To GST Council: Anurag Thakur</a>	Online	100,000
253	NDTV Auto	<a href="#">Need Uniform GST Rate Of 18% For All Components: ACMA President</a>	Online	100,000
254	NDTV Auto	<a href="#">GST Fitment Committee Opposes Tax Rate Cut On Automobiles</a>	Online	100,000
255	NDTV Auto	<a href="#">Kia Seltos Vs Key Rivals, Auto Conventions 2019</a>	Online	100,000
256	NDTV Auto	<a href="#">FADA Asks SIAM To Calculate OEM Market Share Based On Retail Numbers</a>	Online	100,000
257	The Times of India	<a href="#">Maruti asks auto component industry to produce electronics, key parts in India to cut imports</a>	Online	100,000
258	The Times of India	<a href="#">Auto industry seeks govt help in smooth transition to BS-VI emission norms</a>	Online	100,000
259	The Times of India	<a href="#">MoS Finance Anurag Thakur heckled at ACMA event</a>	Online	100,000
260	The Times of India	<a href="#">Auto sector problem 'minor', will be resolved soon: Meghwal</a>	Online	100,000
261	The Times of India	<a href="#">Auto industry crisis: Tax relief on cars likely, but not in Sept 20 GST council meet</a>	Online	100,000
262	The Times of India	<a href="#">Auto players should also take up GST rate cut demand with state FMs: MoS Finance</a>	Online	100,000
263	The Times of India	<a href="#">Deepak Jain appointed ACMA president, Sunjay Kapur deputy for 2019-21</a>	Online	100,000
264	The Times of India	<a href="#">ACMA appoints Lumax Industries CMD Deepak Jain as President</a>	Online	100,000

S.No.	Publication	Headline	Editions	Ad-Value (INR)
265	The Times of India	<a href="#">Apollo Hospitals' Kamineni wishes auto industry a 'soft landing'like Chandrayaan-2</a>	Online	100,000
266	The Times of India	<a href="#">Passenger vehicle exports grow 14.73% in August amid auto sales slowdown</a>	Online	100,000
267	The Times of India	<a href="#">Corporate tax rate cut to encourage investments in private sector: ACMA</a>	Online	100,000
268	The Times of India	<a href="#">India can chart 8-9pc growth path on tax cuts: Experts, leaders ooze confidence</a>	Online	100,000
269	Social News XYZ	<a href="#">'Govt open to take industry proposal to GST Council'</a>	Online	25,000
270	Social News XYZ	<a href="#">New Delhi: New Delhi: 59th ACMA Annual Session #Gallery</a>	Online	25,000
271	Social News XYZ	<a href="#">Centre open to raise auto sector's plea at GST Council</a>	Online	25,000
272	Social News XYZ	<a href="#">Centre may raise auto sector's plea at GST Council</a>	Online	25,000
273	Social News XYZ	<a href="#">Minister heckled as delayed effect of DeMo blamed for slowdown</a>	Online	25,000
274	Social News XYZ	<a href="#">The hits and misses of 100 days of Modi 2.0</a>	Online	25,000
275	Firstpost.com	<a href="#">Auto sector slowdown: Components industry seeks uniform 18% GST on all parts</a>	Online	100,000
276	Firstpost.com	<a href="#">Maruti Suzuki asks auto component industry to produce electronics, key parts in India to cut imports</a>	Online	100,000
277	Firstpost.com	<a href="#">Auto sector slowdown: Anuragh Thakur heckled at ACMA event over fall in sales, says govt bids underway to save industry</a>	Online	100,000
278	Firstpost.com	<a href="#">100 days of Modi 2.0: Economic slowdown fades sheen of govt in second term despite gains in Article 370, triple talaq issues</a>	Online	100,000
279	Firstpost.com	<a href="#">Decision on GST rate deduction for automobiles for FinMin, state government to decide: Nitin Gadkari</a>	Online	100,000
280	The New Indian Express	<a href="#">Maruti asks auto component industry to produce electronics, key parts in India to cut imports</a>	Online	100,000
281	The New Indian Express	<a href="#">'People don't have money,' industry player heckles when Anurag Thakur asks about ailing auto sector</a>	Online	100,000
282	The New Indian Express	<a href="#">Auto industry body ACMA appoints Lumax Industries CMD Deepak Jain as its President</a>	Online	100,000
283	The New Indian Express	<a href="#">ACMA seeks uniform 18% GST on all components</a>	Online	100,000
284	The New Indian Express	<a href="#">Centre may raise automobile sector's plea at GST Council</a>	Online	100,000
285	The New Indian Express	<a href="#">The hits and misses of 100 days of Modi 2.0</a>	Online	100,000
286	The New Indian Express	<a href="#">Incubators get a shot in arm</a>	Online	100,000
287	The Free Press Journal	<a href="#">Auto industry seeks govt help in smooth transition to BS-VI emission norms</a>	Online	100,000
288	The Free Press Journal	<a href="#">MoS Finance Anurag Thakur heckled at ACMA event</a>	Online	100,000
289	The Free Press Journal	<a href="#">Maruti to ACMA: Produce key parts to cut imports</a>	Online	100,000

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290	India Finance News	<a href="#">Maruti asks spare parts industry to make electronic components in India</a>	Online	25,000
291	India Finance News	<a href="#">Auto players should also take up GST rate cut demand with state FMs: MoS Finance</a>	Online	25,000
292	India Finance News	<a href="#">Slowdowns are the nurseries of capitalism, says Asha Ram Sihag</a>	Online	25,000
293	India Finance News	<a href="#">Maruti, Tata Motors urge parts suppliers to target zero defects</a>	Online	25,000
294	India Finance News	<a href="#">Auto dealers for reporting of retail numbers instead of wholesale dispatches</a>	Online	25,000
295	India Finance News	<a href="#">Ashok Leyland Declares No-Working Days In 5 Factories Across India Amid Slowdown</a>	Online	25,000
296	India Finance News	<a href="#">Turning disruption into growth</a>	Online	25,000
297	Investment Guru India	<a href="#">Auto component makers seek uniform 18% GST</a>	Online	25,000
298	Investment Guru India	<a href="#">`Government open to take industry proposal to GST Council`</a>	Online	25,000
299	Investment Guru India	<a href="#">Minister heckled as DeMo effect blamed for slowdown</a>	Online	25,000
300	Lokmat	<a href="#">Centre may raise auto sector's plea at GST Council</a>	Online	100,000
301	Lokmat	<a href="#">Minister heckled as delayed effect of DeMo blamed for slowdown</a>	Online	100,000
302	Lokmat	<a href="#">Centre open to raise auto sector's plea at GST Council (Roundup)</a>	Online	100,000
303	Lokmat	<a href="#">The hits and misses of 100 days of Modi 2.0</a>	Online	100,000
304	Deccan Herald	<a href="#">MoS Finance Anurag Thakur heckled at ACMA event</a>	Online	100,000
305	Deccan Herald	<a href="#">Maruti asks auto industry to produce key parts in India</a>	Online	100,000
306	ETV Bharat	<a href="#">Government open to take industry proposal to GST Council: Anurag Thakur</a>	Online	25,000
307	ETV Bharat	<a href="#">acma-seeks-uniform-18-percent-gst-on-all-components</a>	Online	25,000
308	ETV Bharat	<a href="#">In a breather for Air India, OMCs not to stop ATF in Hyderabad, Raipur</a>	Online	25,000
309	Pen News	<a href="#">Maruti Boss challenges suppliers to make key components in India</a>	Online	25,000
310	Times Now News	<a href="#">Maruti asks auto component industry to produce electronics, key parts in India to cut imports</a>	Online	100,000
311	Times Now News	<a href="#">The hits and misses of 100 days of Modi 2.0</a>	Online	100,000
312	Times Now News	<a href="#">Auto sector slowdown: Component makers put \$2 billion investments on hold</a>	Online	100,000
313	Times Now News	<a href="#">Rajesh Menon takes over as SIAM Director General</a>	Online	100,000
314	The Day After	<a href="#">Govt open to take industry proposal to GST Council</a>	Online	25,000
315	MyDigitalFC	<a href="#">Auto players should take up GST rate cut demand with state FMs: MoS Finance</a>	Online	25,000

S.No.	Publication	Headline	Editions	Ad-Value (INR)
316	Indiatvnews	<a href="#">Auto industry seeks govt help in smooth transition to BS-VI emission norms</a>	Online	100,000
317	Indiatvnews	<a href="#">Maruti asks auto component industry to produce electronics, key parts in India to cut imports</a>	Online	100,000
318	Indiatvnews	<a href="#">Auto sector problem 'minor', will be resolved soon: Arjun Ram Meghwal</a>	Online	100,000
319	NewKerala.com	<a href="#">'Govt open to take industry proposal to GST Council'</a>	Online	25,000
320	NewKerala.com	<a href="#">Minister heckled as delayed effect of DeMo blamed for slowdown</a>	Online	25,000
321	NewKerala.com	<a href="#">Centre may raise auto sector's plea at GST Council</a>	Online	25,000
322	NewKerala.com	<a href="#">Centre open to raise auto sector's plea at GST Council</a>	Online	25,000
323	NewKerala.com	<a href="#">The hits and misses of 100 days of Modi 2.0</a>	Online	25,000
324	Yahoo! India	<a href="#">Auto industry seeks govt help in smooth transition to BS-VI emission norms</a>	Online	100,000
325	Yahoo! India	<a href="#">Hits overshadow the PM Modi 2.0 misses</a>	Online	100,000
326	Yahoo! India	<a href="#">India's economy slows, stalling once thriving manufacturing</a>	Online	100,000
327	Financial Express	<a href="#">Key takeaways from top industry leaders at the 59th ACMA annual session</a>	Online	100,000
328	Financial Express	<a href="#">Auto dealers for reporting of retail numbers instead of wholesale dispatches</a>	Online	100,000
329	Bloomberg Quint	<a href="#">SIAM President Expresses Concern On Availability On BS-VI Fuel From April 1</a>	Online	100,000
330	Bloomberg Quint	<a href="#">GST rate cut for auto sector</a>	Online	100,000
331	Bloomberg Quint	<a href="#">Auto Sector's Problems 'Minor', Will Be Resolved Soon, Says Arjun Ram Meghwal</a>	Online	100,000
332	Outlook India	<a href="#">Auto sector problem "minor", will be resolved soon: Meghwal</a>	Online	100,000
333	Outlook India	<a href="#">Centre may raise auto sector's plea at GST Council</a>	Online	100,000
334	Outlook India	<a href="#">Centre open to raise auto sector's plea at GST Council (Roundup)</a>	Online	100,000
335	Outlook India	<a href="#">Minister heckled as delayed effect of DeMo blamed for slowdown</a>	Online	100,000
336	Outlook India	<a href="#">The hits and misses of 100 days of Modi 2.0</a>	Online	100,000
337	Outlook India	<a href="#">Corporate tax rate cut to encourage investments in private sector: ACMA</a>	Online	100,000
338	Outlook India	<a href="#">India can chart 8-9pc growth path on tax cuts: Experts, leaders ooze confidence</a>	Online	100,000
339	Outlook India	<a href="#">Rajesh Menon takes over as SIAM Director General</a>	Online	100,000
340	Outlook India	<a href="#">Fake Bazaar! From Lipsticks To Toothpastes, Noodles To Milk, Counterfeit Products Make A Killing</a>	Online	100,000
341	Business Today	<a href="#">Auto slowdown: Carmakers may not get tax relief in GST Council meet on September 20</a>	Online	100,000

S.No.	Publication	Headline	Editions	Ad-Value (INR)
342	News18	<a href="#">Enraged by Note Ban and Minister's Slowdown Question, Anurag Thakur Heckled at Delhi Auto Event</a>	Online	100,000
343	News18	<a href="#">Auto Industry Seeks Govt Help in Smooth Transition to BS-VI Emission Norms</a>	Online	100,000
344	News18	<a href="#">Auto Players Should Also Take Up GST Rate Cut Demand With State FMs: MoS Finance</a>	Online	100,000
345	News18	<a href="#">Maruti Suzuki Asks Auto Component Industry to Produce Electronics, Key Parts in India to Cut Imports</a>	Online	100,000
346	News18	<a href="#">Continuance of Slowdown Could Lead to More Job Losses, Social Consequences: Auto Industry</a>	Online	100,000
347	The Hindu	<a href="#">Demonetisation one of the reasons behind automobile slowdown, man tells Anurag Thakur</a>	Online	100,000
348	The Hindu	<a href="#">Top news of the day: Chandrayaan 2's Vikram all set for soft-landing on lunar south pole, Aircel-Maxis case against Chidambarams adjourned sine die, and more</a>	Online	100,000
349	The Hindu	<a href="#">Demand environment to remain volatile, says Tata Motors' MD</a>	Online	100,000
350	newsR	<a href="#">Demonetisation one of the reasons behind automobile slowdown, man tells Anurag Thakur</a>	Online	100,000
351	Autocar Professional	<a href="#">Analysis: Dr Pawan Goenka's 10 pointers for India Auto Inc to ride out the slowdown</a>	Online	100,000
352	Autocar Professional	<a href="#">Deepak Jain: "ACMA will be far more engaged with all stakeholders. Unitedly, we can come out more resiliently from the downturn."</a>	Online	100,000
353	Autocar Professional	<a href="#">FADA asks SIAM to report retail sales over wholesales</a>	Online	100,000
354	Autocar Professional	<a href="#">Autocar Professional's September 15 issue: BYD's India strategy revealed</a>	Online	100,000
355	Autocar Professional	<a href="#">ASDC organises 32nd Governing Council Meeting</a>	Online	100,000
356	Autocar Professional	<a href="#">Slashing of corporate tax rates brings cheer to Indian automakers</a>	Online	100,000
357	Autocar Professional	<a href="#">Rajesh Menon appointed SIAM's new director general</a>	Online	100,000
358	Autocar Professional	<a href="#">Autocar Professional's October 1 issue is a heavyweight on lightweighting</a>	Online	100,000
359	Autocar Professional	<a href="#">ASDC re-elects Nikunj Sanghi as chairman</a>	Online	100,000
360	Autocar Professional	<a href="#">Bajaj Auto "seriously committed" to e-mobility, plans "exciting" products under Urbanite brand</a>	Online	100,000
361	UCNews	<a href="#">Analysis: Dr Pawan Goenka's 10 pointers for India Auto Inc to ride out the slowdown</a>	Online	50,000
362	UCNews	<a href="#">ACMA's Vinnie Mehta: 'We will soon announce EV-related courses at our CoE at IIT, Sonapat.'</a>	Online	50,000
363	UCNews	<a href="#">Amid economic slowdown, Anurag Thakur faces embarrassment at auto event</a>	Online	50,000
364	UCNews	<a href="#">'People don't have money,' industry player heckles when Anurag Thakur asks about ailing auto sector</a>	Online	50,000

S.No.	Publication	Headline	Editions	Ad-Value (INR)
365	UCNews	<a href="#">Maruti asks auto component industry to produce electronics, key parts in India to cut imports</a>	Online	50,000
366	UCNews	<a href="#">Auto component makers seek uniform GST</a>	Online	50,000
367	UCNews	<a href="#">Is auto industry going through worst crisis? Data says yes</a>	Online	50,000
368	UCNews	<a href="#">FADA asks SIAM to report retail sales over wholesales</a>	Online	50,000
369	UCNews	<a href="#">In Pune auto hub, an engineer is selling paan, another is roaming around with his CV</a>	Online	50,000
370	UCNews	<a href="#">Autocar Professional's September 15 issue: BYD's India strategy revealed</a>	Online	50,000
371	UCNews	<a href="#">Autocar Professional's October 1 issue is a heavyweight on lightweighting</a>	Online	50,000
372	UCNews	<a href="#">NBN told to lift game or pay up</a>	Online	50,000
373	UCNews	<a href="#">ASDC re-elects Nikunj Sanghi as chairman</a>	Online	50,000
374	UCNews	<a href="#">ASPA's Nakul Pasricha: 'By using an authentication solution, industry can slash counterfeiting.'</a>	Online	50,000
375	UCNews	<a href="#">Bajaj Auto "seriously committed" to e-mobility, plans "exciting" products under Urbanite brand</a>	Online	50,000
376	UCNews	<a href="#">Don't fall for this iPhone trick</a>	Online	50,000
377	Canindia News	<a href="#">'Govt open to take industry proposal to GST Council'</a>	Online	25,000
378	Canindia News	<a href="#">Minister heckled as delayed effect of DeMo blamed for slowdown</a>	Online	25,000
379	Canindia News	<a href="#">Centre may raise auto sector's plea at GST Council</a>	Online	25,000
380	Canindia News	<a href="#">Centre open to raise auto sector's plea at GST Council (Roundup)</a>	Online	25,000
381	Canindia News	<a href="#">The hits and misses of 100 days of Modi 2.0</a>	Online	25,000
382	Window to News	<a href="#">Centre may raise auto sector's plea at GST Council (Lead)</a>	Online	25,000
383	Window to News	<a href="#">'Govt open to take industry proposal to GST Council'</a>	Online	25,000
384	Window to News	<a href="#">Minister heckled as delayed effect of DeMo blamed for slowdown</a>	Online	25,000
385	Window to News	<a href="#">The hits and misses of 100 days of Modi 2.0</a>	Online	25,000
386	GST Station	<a href="#">Auto players should also take up GST rate cut demand with state FMs: MoS Finance</a>	Online	25,000
387	GST Station	<a href="#">ACMA seeks uniform 18% GST on all auto components</a>	Online	25,000
388	Sify.com	<a href="#">'Govt open to take industry proposal to GST Council'</a>	Online	50,000
389	Sify.com	<a href="#">Centre open to raise auto sector's plea at GST Council</a>	Online	50,000



S.No.	Publication	Headline	Editions	Ad-Value (INR)
390	Orissa Post	<a href="#">Central govt open to take industry proposal to GST Council</a>	Online	25,000
391	Financial Chronicle	<a href="#">ACMA seeks uniform 18 per cent GST on all components</a>	Online	100,000
392	Xattax Blog	<a href="#">GST Council yet to reach, decide on rate cut for auto sector: Anurag Thakur</a>	Online	25,000
393	The Asian Age	<a href="#">Auto players should take up GST rate cut demand with state FMs: MoS Finance</a>	Online	100,000
394	The Asian Age	<a href="#">Corporate tax cut cheers Auto Inc</a>	Online	100,000
395	OdishaTV	<a href="#">Minister heckled as delayed effect of DeMo blamed for slowdown</a>	Online	25,000
396	Netindia123.com	<a href="#">'Govt open to take industry proposal to GST Council'</a>	Online	25,000
397	Netindia123.com	<a href="#">Centre may raise auto sector's plea at GST Council (Lead)</a>	Online	25,000
398	Netindia123.com	<a href="#">Minister heckled as delayed effect of DeMo blamed for slowdown</a>	Online	25,000
399	Netindia123.com	<a href="#">Centre open to raise auto sector's plea at GST Council (Roundup)</a>	Online	25,000
400	Netindia123.com	<a href="#">The hits and misses of 100 days of Modi 2.0</a>	Online	25,000
401	Journey Line	<a href="#">Auto sector seeks GST cut, fears more job loss</a>	Online	25,000
402	Zee News	<a href="#">Centre may raise auto sector's plea at GST Council</a>	Online	100,000
403	Zee Biz	<a href="#">FADA writes to SIAM to upgrade to Market Share Calculation by way of Vahan Registrations - FULL TEXT of letter</a>	Online	100,000
404	Zee Biz	<a href="#">What Automotive Skills Development Council discussed in 32nd Governing Council Meeting - Top points</a>	Online	100,000
405	SME Times	<a href="#">'Govt open to take industry proposal to GST Council'</a>	Online	25,000
406	SME Times	<a href="#">Govt may raise auto sector's plea at GST Council: Minister</a>	Online	25,000
407	SME Times	<a href="#">Minister heckled as DeMo effect blamed for slowdown</a>	Online	25,000
408	Livemint.com	<a href="#">Maruti urges tier-1 component makers to focus on capacity, 'zero-defect' product</a>	Online	100,000
409	Livemint.com	<a href="#">Automakers should approach the state govts to form a consensus on GST rate, says Anurag Thakur</a>	Online	100,000
410	Livemint.com	<a href="#">Maruti, Tata Motors urge parts suppliers to target zero defects</a>	Online	100,000
411	Livemint.com	<a href="#">Slump in auto aftermarket, exports to bring more stress for component makers, says report</a>	Online	100,000
412	Livemint.com	<a href="#">Tax incentive for new firms could spark 'make in India' for EV parts</a>	Online	100,000
413	Livemint.com	<a href="#">Opinion   We must focus on China for ideas as well as markets</a>	Online	100,000
414	The Smart Investor	<a href="#">Maruti asks spare parts industry to make electronic components in India Poll</a>	Online	100,000
415	The Smart Investor	<a href="#">Auto firms must take up GST rate cut demand with state FMs: Anurag Thakur Poll</a>	Online	100,000

S.No.	Publication	Headline	Editions	Ad-Value (INR)
416	The Smart Investor	<a href="#">Auto sector problem 'minor', will be 'tackled and settled': Meghwal Poll</a>	Online	100,000
417	The Smart Investor	<a href="#">Slowdowns are the nurseries of capitalism, says Asha Ram Sihag Poll</a>	Online	100,000
418	Indian Television	<a href="#">Automotive component manufacturers association of India</a>	Online	100,000
419	The Quint	<a href="#">Gangwar Evading Job Crisis With 'Lack of Qualified Youths' Remark?</a>	Online	100,000
420	Sakaal Times	<a href="#">'Govt open to take industry proposal to GST Council'</a>	Online	100,000
421	City Air News	<a href="#">Deepak Jain appointed as president; Sunjay Kapur as vice president ACMA for 2019-20</a>	Online	25,000
422	City Air News	<a href="#">Chennai Machine Tool Expo 2019 brings technologies to doorsteps of Tamil Nadu</a>	Online	25,000
423	The Indian Express	<a href="#">Auto industry seeks govt help in smooth transition to BS-VI emission norms</a>	Online	100,000
424	The Indian Express	<a href="#">Thakur to automakers: Take up GST cut demand with state FMs</a>	Online	100,000
425	India Notes	<a href="#">Maruti, Tata Motors urge parts suppliers to target zero defects</a>	Online	25,000
426	News Nation	<a href="#">Maruti Asks Auto Component Industry To Produce Electronics To Cut Imports</a>	Online	100,000
427	Webindia123	<a href="#">'Govt open to take industry proposal to GST Council'</a>	Online	50,000
428	Webindia123	<a href="#">Centre may raise auto sector's plea at GST Council (Lead)</a>	Online	50,000
429	Webindia123	<a href="#">Minister heckled as delayed effect of DeMo blamed for slowdown</a>	Online	50,000
430	Webindia123	<a href="#">Centre open to raise auto sector's plea at GST Council (Roundup)</a>	Online	50,000
431	Webindia123	<a href="#">The hits and misses of 100 days of Modi 2.0</a>	Online	50,000
432	Eastern Mirror Nagaland	<a href="#">Centre may raise auto sector's plea at GST Council</a>	Online	25,000
433	DTNext	<a href="#">Auto firms must take up GST rate cut demand with states: Thakur</a>	Online	100,000
434	DTNext	<a href="#">The hits and misses of 100 days of Modi 2.0</a>	Online	100,000
435	The Hans India	<a href="#">Junior FM heckled over slowdown</a>	Online	100,000
436	The Hans India	<a href="#">Centre may raise auto sector's plea at GST Council</a>	Online	100,000
437	The Hans India	<a href="#">Minister heckled as delayed effect of DeMo blamed for slowdown</a>	Online	100,000
438	The Hans India	<a href="#">Centre may raise auto sector's plea at GST Council</a>	Online	100,000
439	The Hans India	<a href="#">Continuance of Slowdown Could Lead to More Job Losses, Social Consequences: Auto Industry</a>	Online	100,000
440	NewsBytes	<a href="#">Amid economic slowdown, Anurag Thakur faces embarrassment at auto event</a>	Online	100,000
441	The Telegraph	<a href="#">Note ban blamed for auto sales slump</a>	Online	100,000

S.No.	Publication	Headline	Editions	Ad-Value (INR)
442	Nagaland Post	<a href="#">Govt to raise auto sector's plea at GST Council</a>	Online	25,000
443	Nagaland Post	<a href="#">Economic gravity</a>	Online	25,000
444	We for News	<a href="#">Minister heckled as delayed effect of DeMo blamed for slowdown</a>	Online	25,000
445	We for News	<a href="#">Centre open to raise auto sector's plea at GST Council</a>	Online	25,000
446	Auto Tech Review	<a href="#">Component Manufactures Rally Behind OEMs, Seek Uniform 18% GST Implementation</a>	Online	100,000
447	Auto Tech Review	<a href="#">Government's Announcements Expected to Improve Market Sentiments: Auto Industry</a>	Online	100,000
448	The Siasat Daily	<a href="#">Centre open to raise auto sector's plea at GST Council</a>	Online	50,000
449	The Siasat Daily	<a href="#">Slowdown Blues in India</a>	Online	50,000
450	Daily Excelsior	<a href="#">Maruti asks auto component industry to produce electronics, key parts in India to cut imports</a>	Online	50,000
451	Daily Excelsior	<a href="#">ACMA seeks uniform 18 pc GST on all components</a>	Online	50,000
452	The Navhind Times	<a href="#">Centre may raise auto sector's plea at GST Council</a>	Online	100,000
453	The Hitavada News	<a href="#">Auto industry seeks Govt help in smooth transition to BS-VI emission norms</a>	Online	100,000
454	News24 Online	<a href="#">The hits and misses of 100 days of Modi 2.0</a>	Online	100,000
455	Business Insider	<a href="#">The Modi 2.0's honeymoon period is over and let's see what they achieved</a>	Online	100,000
456	Peoples Post	<a href="#">The hits and misses of 100 days of Modi 2.0</a>	Online	25,000
457	Forever News	<a href="#">The hits and misses of 100 days of Modi 2.0</a>	Online	25,000
458	NextBigWhat	<a href="#">Indian auto component makers need to diversify efficiently: Experts</a>	Online	25,000
459	The Automobile Times	<a href="#">GST Fitment Committee Opposes Tax Rate Cut On Automobiles</a>	Online	25,000
460	BBC India	<a href="#">Why is India's car industry in breakdown mode?</a>	Online	100,000
461	People Matters	<a href="#">Indian auto industry hits rough road</a>	Online	100,000
462	APN News	<a href="#">FADA writes to SIAM to upgrade to Market Share Calculation by way of Vahan Registrations</a>	Online	100,000
463	APN News	<a href="#">Two ACMA militants nabbed in Kokrajhar</a>	Online	100,000
464	APN News	<a href="#">The Authentication Forum to empower India, Industry, and Indians in the Fight against Fakes</a>	Online	100,000
465	Electronics B2B	<a href="#">Auto Component Industry Should Produce Electronics And Key Parts In India To Cut Imports: Maruti</a>	Online	25,000
466	Electronics B2B	<a href="#">Tax Cut Likely to Boost Electric Vehicle Industry</a>	Online	25,000

S.No.	Publication	Headline	Editions	Ad-Value (INR)
467	ABC News	<a href="#">India's economy slows, stalling once thriving manufacturing</a>	Online	100,000
468	Khaleej Times	<a href="#">India's economy slows, stalling once thriving manufacturing sector</a>	Online	100,000
469	Time Magazine	<a href="#">India's Economy Slows, Stalling a Once Thriving Manufacturing Sector</a>	Online	100,000
470	The News Minute	<a href="#">As auto industry slows down, ancillary companies suffer in Chennai</a>	Online	100,000
471	MotorIndia	<a href="#">ACMA Annual Session calls for a change in methods and mindsets</a>	Online	100,000
472	MotorIndia	<a href="#">FADA 2nd Auto Retail Conclave deliberates on 'Prosperity in Diversity'</a>	Online	100,000
473	Manufacturing Today India	<a href="#">Rajesh Menon appointed SIAM's new director general</a>	Online	25,000
<b>REGIONAL MEDIA</b>				
<b>PRINT</b>				
474	Business Standard	<a href="#">Raised GST's issues in front of State finance ministers</a>	Chennai	11,130
475	The Economic Times	<a href="#">Auto component industry defers \$2 bn investment due to slowdown</a>	Mumbai	39,960
476	Lokmat	<a href="#">Anuragh Thakur heckled at ACMA</a>	Mumbai	42,886
477	Maharashtra Times	<a href="#">Automotive component sector declines</a>	Mumbai	143,262
478	Ganashakti	<a href="#">Maruti paused production</a>	Kolkata	345,959
479	Dainik Jagran	<a href="#">Electronic component should be made in country: Maruti</a>	Delhi	144,763
480	Punya Nagari	<a href="#">Carmakers may not get tax relief in GST Council meet on September 20</a>	Mumbai	137,823
481	Dainik Bhaskar	<a href="#">State FinMin asked- Why not car selling? Got reply- Demonetisation responsible</a>	Delhi	15,009
482	Punjab Kesari	<a href="#">Anurag Thakur Heckled At Delhi Auto Event As Man Blamed Note Ban For Slowdown</a>	Delhi	325,430
483	Andhra Jyoti	<a href="#">Take the issue to the States Finance Ministers Notice</a>	Hyderabad	109,502
484	Eenadu	<a href="#">18% GST on all automobiles spareparts</a>	Hyderabad	653,255
485	Sanmarg	<a href="#">Fixed a problem like 360, your problem is very 'small</a>	Kolkata	76,454
486	Eisamay	<a href="#">Pressure to centre to reduce GST on automobiles</a>	Kolkata	368,835
487	Pudhari	<a href="#">What's going on in the auto industry?</a>	Mumbai	323,461
488	Business Standard	<a href="#">Due to recession vehicle situation not improving</a>	Delhi	282,104
489	Business Standard	<a href="#">Industries should keep eyes on slowdown</a>	Delhi	44,360
490	Vyaapar	<a href="#">ACMA Appoints Lumax Industries' Deepak Jain as President</a>	Mumbai	9,709
491	Ananda Bazar Patrika	<a href="#">This is the impact of note banned</a>	Kolkata	591,435

S.No.	Publication	Headline	Editions	Ad-Value (INR)
492	Jansatta	<a href="#">Demonetisation topic raised in front of Anurag Thakur</a>	Delhi	127,300
493	Dainik Vishwamitra	<a href="#">Auto sector problem 'minor', will be resolved soon: Meghwal</a>	Kolkata	7,215
494	Navbharat	<a href="#">Enraged by Note Ban and Minister's Slowdown Question, Anurag Thakur Heckled at Delhi Auto Event</a>	Mumbai	220,155
495	Gujrat Samachar	<a href="#">Auto sector slowdown: Components industry seeks uniform 18% GST on all parts</a>	Mumbai	60,956
496	Andhra Prabha	<a href="#">Please Decrease GST</a>	Hyderabad	93,370
497	The Economic Times	<a href="#">Auto component industry breaks \$ 2 investment</a>	Delhi	55,601
498	Loksatta	<a href="#">Auto firms should also take up GST rate cut demand with State: Anurag Thakur</a>	Mumbai	1,048,503
499	Dainik Vishwamitra	<a href="#">CII welcomes Corporate tax cuts</a>	Kolkata	15,289
500	Ei samay	<a href="#">Finding the way to sell</a>	Kolkata	109,038
501	Ananda Bazar Patrika	<a href="#">Car will find the way</a>	Kolkata	121,417
502	Rashrtiya Sahara	<a href="#">Auto Industry risk soon end</a>	Delhi	199,361
503	Nava Bharat	<a href="#">ACMA appoints Lumax Industries CMD Deepak Jain as President</a>	Mumbai	34,496
504	Mumbai Samachar	<a href="#">At a meeting of the PARTS Association, the minister shown a 'mirror' to the minister</a>	Mumbai	93,897
<b>ONLINE</b>				
505	Lokmat Hindi	<a href="#">ऑटो सेक्टर पर मंदी: एक्सा ने की वाहनों के सभी कल-पुर्जों पर 18% की दर से जीएसटी लगाने की मांग</a>	Online	100,000
506	News18 Hindi	<a href="#">लगातार 10वें महीने गिरी कार और बाइक की सेल्स, अगले हफ्ते सरकार उठा सकती हैं बड़ा कदम</a>	Online	100,000
507	Punjab Kesari	<a href="#">ऑटो पार्ट्स पर एक समान 18% GST लगाने की मांग</a>	Online	100,000
508	Zee News Hindi	<a href="#">दिवाली से पहले ऑटो सेक्टर को बड़ी राहत मिलने की उम्मीद, GST कम करने पर हो सकता है विचार</a>	Online	100,000
509	The Quint Hindi	<a href="#">मंत्री ने पूछा-क्यों नहीं बिक रही कार? जवाब मिला-नोटबंदी सरकार!</a>	Online	100,000
510	Aajtak online	<a href="#">ऑटो सेक्टर: अभी दूर है मंजिल, इस बार की GST बैठक में टैक्स राहत मिलना मुश्किल</a>	Online	100,000
511	Akila News	<a href="#">मंटी अने नोटबंदीधी तंग वेपारीअे नाशा।मंत्रिनी 'बोवती'बंध करी!</a>	Online	25,000
512	Jansatta	<a href="#">ऑटो हब पुणे में इंजीनियर बेचते हैं पान, अधिकांश सीवी लेकर कंपनियों के लगाते हैं चक्कर</a>	Online	100,000
513	Dainik Jagran	<a href="#">कॉरपोरेट टैक्स घटाने से बढ़ेगा घरेलू विनिर्माण व निजी निवेश: ACMA</a>	Online	100,000