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Key Press Reports on Industry and Govt. Policies

(1st Fortnight February 2026)

AUTOMOTIVE INDUSTRY

Business Line, 3 February 2026

At 4.5 lakh units, PV despatches grow 11% on-year in January

IN FAST LANE. Maruti Suzuki, Hyundai Motor record highest-ever monthly sales

S Ronendra Singh
New Delhi

Passenger vehicle (PV) wholesales (despatches to dealers) grew by over 11 per cent year-on-year (y-o-y) to around 4.5 lakh units in January, compared with around 4.04 lakh units in the same month last year, the industry indicated on Monday.

Market leader Maruti Suzuki India (MSIL) said it recorded the highest-ever despatches of 2,36,963 units that include exports and sales to Toyota. Notably, the exports also reached an all-time monthly high of 51,020 units, said the company.

In its domestic despatches, the company saw marginal growth (0.5 per cent) y-o-y to 1,74,529 units in January, compared with 1,73,599 units in the corresponding month last year.

Partho Banerjee, Senior Executive Officer-Marketing & Sales, MSIL, said that the company recorded over 2.78 lakh units in January — up 25 per cent y-o-y. As of January 31, the company has close to 1.75 lakh units pending bookings, which is more than the usual in a month, he informed.

Banerjee said that first-time customers in the four-wheeler segment should be given the opportunity to upgrade. "Hence, we have given a price protection scheme. There will be no price increase as there is a huge pressure on commodity prices," Banerjee added.

Tata Motors Passenger Vehicles reported a 46 per cent y-o-y growth to 70,222 units (48,076 units).

Mahindra & Mahindra (M&M) also reported growth of 25 per cent y-o-y in its domestic despatches to 63,510 units (50,659 units).

"On 14 January, we opened bookings for XUV7XO and XEV 9S, clocking 93,689 bookings (₹20,500 crore) — in just four hours," said Nalinikanth Gollagunta, CEO, Automotive Division, M&M.

Hyundai Motor India (HMIL) said it recorded its highest-ever monthly domestic sales of 59,107 units in January (54,003).

2-WHEELER SEGMENT

In the two-wheeler segment, Hero MotoCorp saw a 26 per cent y-o-y growth to 5,20,208 units (4,12,378 units).

The strong growth in January was driven by robust performance in the scooter segment, supported by growing demand for new offerings such as Xoom and Destini. The motorcycle portfolio saw strong traction, led by Xtreme and Glamour X, the company said. Royal Enfield saw a 16 per cent y-o-y growth in its domestic sales to 93,781 units in January (81,052 units). "We have crossed one-million motorcycle sales this financial year across the globe and crossed 100,000 motorcycle sales in exports," B Govindarajan, MD — Eicher Motors and CEO — Royal Enfield, said.

Starting with a bang

Auto domestic dispatches for the month of January 2026 (in units)

Company	Jan-26	Jan-25	% change
Passenger vehicles			
Maruti Suzuki India	1,74,529	1,73,599	0.5
Tata Motors	70,222	48,076	46
M&M	63,510	50,659	25
Hyundai Motor India	59,107	54,003	9.5
Kia India	27,603	25,025	10.3
Toyota Kirloskar Motor	30,630	26,178	17
Honda Cars India	6,193	7,325	-15.4
Renault India	3,715	2,780	33.6
Two-wheelers			
Hero MotoCorp	5,20,208	4,12,378	26
Honda Motorcycle & Scooter India	5,19,579	4,02,977	29
TVS Motor	3,83,262	2,93,860	30
Royal Enfield	93,781	81,052	16
Commercial vehicles			
Volvo Eicher	10,601	8,489	25
Tata Motors	38,844	30,083	29
M&M	37,222	30,202	23.2
Tractors			
Escorts Kubota	9,137	6,058	51
M&M	38,484	26,305	46

Source: Companies

Business Line, 6 February 2026

Hero MotoCorp to invest additional ₹275 crore in Euler Motors

S Ronendra Singh
New Delhi

Hero MotoCorp on Thursday said its board has approved an additional investment of ₹275 crore in Euler Motors, to be completed by April 30, 2026.

The board has also approved for entering into an arrangement with Clean Max Enviro Energy Solutions (CleanMax) to set up a special purpose vehicle (SPV) for the company's plant at Neemrana, Global Parts Centre, Neemrana and Centre for Innovation and Technology, Jaipur, Rajasthan.

GOOD Q3 NUMBERS

The proposed SPV will be incorporated for Solar Power Wheeling project under Group Captive mechanism.

Meanwhile, the company reported a consolidated net profit of ₹1,267.55 crore in the third quarter ended December 31, 2025 (Q3 FY26), a growth of 14.4 per cent year-on-year compared with ₹1,107.55 crore in the corresponding period previous fiscal.

The company has considered the impact of four new labour codes, which came into effect from November 21, 2025, resulting in a one-time charge of ₹119 crore, Hero MotoCorp said adding that the same has been reported as an exceptional item in the financial results. Driven by higher sales during the festive season, the consolidated revenue from operations also grew by 21.7 per cent on-year to ₹12,486.82 crore in Q3 FY26 as against ₹10,259.89 crore in Q3 FY25. The company said it sold 16.97 lakh units of motorcycles and scooters during the quarter in review, up 16 per cent on-year as compared with 14.64 lakh units in Q3 FY25.

"Hero MotoCorp delivered a positive growth performance in Q3 FY26 with healthy double-digit growth in volumes and retail momentum. Steady focus on operational excellence, product mix optimisation, consumer centricity and innovation remained our core pillars enabling consistent financial performance during the quarter," Vivek Anand, Chief Financial Officer, Hero MotoCorp, said.

Conducive macroeconomic factors and favourable GST 2.0 tailwind helped in revival of rural demand which further drove consumer traction for motorcycles and growth, he added.

Business Line, 7 February 2026

Maruti Suzuki to set up automated driving test tracks in Andhra Pradesh

Our Bureau
Hyderabad

Maruti Suzuki India signed a Memorandum of Agreement (MoA) with the Andhra Pradesh Transport Department, to set up and maintain four Automated Driving Test Tracks (ADTTs) across the State through its Corporate Social Responsibility initiative.

The ADTTs will be set up at four regional transport offices in the State, namely Eluru, Ongole, Vizianagaram and Anakapalli. Maruti Suzuki will automate and maintain these driving test tracks for a period of three years from the date of commissioning.

FASTER RESULTS

The ADTTs will be equipped with high-definition cameras, RFID sensors, real-time analytics and an integrated IT system for a technology-enabled, standardised, and objective driving licence testing process. With zero human intervention, the ADTTs are aimed to make licence testing more comprehensive, efficient, and transparent. The rigorous and standardised evaluation process is designed to assess candidates according to the Central Motor Vehicle Rules. Test results are also automatically generated.

"We are honoured to bring four Automated Driving Test Tracks to the State of Andhra Pradesh. ADTTs use advanced technology that ensure a comprehensive, efficient, and transparent process with zero human intervention," Hisashi Takeuchi, MD & CEO, Maruti Suzuki India said.

Business Line, 7 February 2026

M&M to invest ₹15,000 cr to set up PV, tractor manufacturing unit in Nagpur

Our Bureau
Mumbai

INVESTMENT PUSH. Union Minister of Road Transport and Highways Nitin Gadkari, Maharashtra CM Devendra Fadnavis and others at the Advantage Vidharba 2026 event

Mahindra & Mahindra said on Friday it will invest ₹15,000 crore to set up a manufacturing facility in Nagpur, Maharashtra, with the capacity to produce 5 lakh automotive vehicles and 1 lakh tractors annually.

Making the announcement at an industry event for investing in the Vidarbha region, the company said the facility, its largest in the country, will be developed over 1,500 acres in Vidarbha with a 150-acre supplier park in Sambhajinagar.

It will also acquire land in the Igatpuri-Nashik region to expand current product and engine capacities, as well as to support the growth of its Advanced Technology business. The planned investment is over 10 years, and the company will acquire over 2,000 acres across three locations to further strengthen its manufacturing footprint. Production from the facility is expected to start in 2028.

The automotive facility will support Mahindra Auto's next-generation platforms, including the NU IQ architecture, and will be capable of manufacturing vehicles across multiple powertrains, including internal combustion engines, electric vehicles and future technologies, for both domestic and global markets.

FUTURE READY

In the next financial year, the company will launch the first set of NU IQ products, which were showcased in August last year. Last month, it launched the XUV 7X0, an upgrade of the XUV700 and the new Thar ROXX, both competitively priced.

The tractor manufacturing unit in the proposed factory will help to boost the company's leadership position in the tractor segment and will cater to both the domestic and export markets, it said.

The supplier park at Sambhajinagar will strengthen the manufacturing value chain through closer partner collaboration, improved logistics efficiency, and enhanced localisation. It will supply components to the new Nagpur facility as well as Mahindra's existing ones at Chakan and Nashik.

M&M, the flagship company of the Mahindra group, has over 20 manufacturing facilities with major units located in Pune, Mumbai and Nashik.

In FY26 so far, the company has sold around 4.5 lakh tractors, 5.4 lakh passenger vehicles and over 92,000 commercial vehicles. It also sold over 24,000 trucks and buses.

Business Line, 10 February 2026

Tata Motors rolls out first JLR car from Ranipet plant

EXPANDING SCOPE. ₹9,000 cr facility to scale to 2.5 lakh vehicles/year with 5,000 jobs

T E Raja Simhan
Ranipet

HOME-MADE. TN CM MK Stalin and Tata Sons' Chairman N Chandrasekaran flagging off the first Land Rover Evoque manufactured at Tata Motors-JLR plant in Ranipet on Monday BIJOY GHOSH

Tata Motors Passenger Vehicles on Monday rolled out the first Jaguar Land Rover (JLR) car — the Range Rover Evoque (SUV) — from its newly commissioned Tata Motors-JLR manufacturing facility in Ranipet, about 90 km west of Chennai.

Tamil Nadu Chief Minister MK Stalin inaugurated the completely knocked down (CKD) vehicle plant located within the SIPCOT Industrial Estate at Panapakkam. Stalin, along with Tata Motors Chairman N Chandrasekaran, jointly flagged off the first Range Rover Evoque produced at the facility. The Chief Minister also drove the vehicle for a short distance inside the plant with Chandrasekaran accompanying him.

With the commencement of operations at Ranipet, Tata-JLR becomes the seventh automobile manufacturer to have car manufacturing operations in Tamil Nadu, after Hyundai, Renault, Nissan, Stellantis, BMW and VinFast.

CKD OPERATIONS

Tata Motors has committed an investment of ₹9,000 crore for the Panapakkam project, which will be implemented in three phases.

Currently, all CKD operations of Tata Motors are based in Pune. The company plans to gradually migrate these operations to the Tamil Nadu facility, a senior company official had said last year.

Vehicle production at the Ranipet plant will scale up in a phased manner eventually reaching its full designed annual capacity of 2.5 lakh vehicles over the next five to seven years. The facility is expected to cater to both domestic and international markets. According to the company, the project has the potential to generate over 5,000 direct and indirect employment opportunities

In September 2024, Tata Motors had broken ground for the new manufacturing facility. "In a record 16 months, the plant is up and running," Chief Minister Stalin said at the inaugural event, drawing a parallel with VinFast's vehicle manufacturing facility at Thoothukudi, which also came up within a similar time-frame.

Chandrasekaran said the Ranipet facility joins JLR's global manufacturing footprint, which includes plants in the UK, Austria, China and Brazil. "Tamil Nadu will now be included in JLR's global manufacturing map," he said.

Business Line, 11 February 2026

Tata Motors secures its largest-ever Indonesia order for 70,000 vehicles

Our Bureau
Mumbai

Tata Motors' Indonesian arm secured its largest-ever order in the country, in a deal to supply 70,000 commercial vehicles to support agricultural and rural logistics across Indonesia.

PT Tata Motors Distribusi Indonesia, a wholly owned indirect subsidiary of Tata Motors, will supply 35,000 units each of the Tata Yodha pick-up and the Ultra T.7 truck.

The vehicles will be deployed by PT Agrinas Pangan Nusantara, an Indonesian state-owned enterprise tasked with modernising agricultural supply chains and strengthening food security.

The fleet will be rolled out through agricultural cooperatives under Indonesia's Koperasi Desa and Kelurahan Merah Putih Project, aimed at improving farm-to-market connectivity, lowering logistics costs and boosting rural livelihoods.

ROLLOUT IN PHASES

Deliveries will be executed in phases. Commenting on the deal, Asif Shamim, Director at PT Tata Motors Distribusi Indonesia, said the order underscores growing acceptance of Indian commercial vehicles in international markets and confidence in their reliability under diverse operating conditions.

The Times of India, 11 February 2025

TaMo, long-time partner Stellantis ink fresh MoU

To Explore Manufacturing, Engineering, Supply Chain Synergies In India & Abroad

Reeba Zachariah & G Balachandar | TNN

Mumbai/Chennai: Eight years after a planned alliance with Volkswagen to develop an affordable car for India and other emerging markets fell through, Tata Motors is teaming up with European partner Stellantis to explore manufacturing, engineering, and supply chain collaborations in India and overseas.

The two automakers already operate a two-decade-old joint venture through Fiat India Automobiles (FIA), with the Ranjangaon plant near Pune rolling out Jeep models for Stellantis and Nexon, Altroz, and Curvv for Tata Motors.

The Ranjangaon facility also manufactures engines, transmissions and traction motors for domestic requirements, exporting the surplus to markets such as Japan and South Africa. Until May 2012, Tata Motors distributed Fiat-branded cars in India through a shared dealer network, after which Stellantis took over distribution operations while manufacturing continued under FIA.

The companies did not disclose details of the proposed collaboration, including whether it would involve a new joint venture, a new range of vehicles or engine-sharing arrangements.

Ashim Sharma, senior partner and business unit head at Nomura Research Institute Consulting & Solutions India said: "Stellantis and Tata have had a longstanding association and have leveraged synergies through that. Given that collaborations are becoming all the more important in the face of megatrends such as power train shift, and software-defined vehicles, it makes all the more sense to continue to expand the relationship built on trust and one that has proven to be beneficial for both partners."

Puneet Gupta, director for India and ASEAN automotive market at S&P Global Mobility said, "The Tata-Stellantis MoU reflects that collaboration is the only way forward in a highly uncertain world. As technology life cycles continue to shorten, partnerships help minimise risk and maximise returns. With India at a critical growth inflection point, the coming together of proven global players can help drive the mobility industry with new and innovative offerings."

The latest development follows Tata Motors' 2025 acquisition of rights from Stellantis to independently develop, update, and recalibrate the 2.0-litre Multijet II diesel engine in its Harrier and Safari models, securing control over a key powertrain.

Since the start of commercial production, the Ranjangaon plant has rolled out more than 1.37 million vehicles and employs close to 5,000 people. The facility has an annual production capacity of over 200,000 units and currently rolls out seven models—four under the Jeep brand and three Tata Motors passenger vehicles. Stellantis' portfolio from the plant includes the Jeep Compass and Meridian, along with CKD versions of the Grand Cherokee and Wrangler.

CHART NEXT PHASE OF COLLABORATION

- Tata Motors and European partner Stellantis, after completing 20 years of their joint venture through Fiat India Automobiles (FIA), have signed a memorandum of understanding (MoU) to explore manufacturing, engineering, and supply chain collaborations in India and abroad
- FIA's Ranjangaon plant near Pune, with an annual production capacity of 200,000 units, employs close to 5,000 people and rolls out Jeep models for Stellantis and Tata Motors' Nexon, Altroz, and Curvv

Business Standard, 12 February 2025

Auto component firms go digital amid world crises

Sector is worth $80 billion and targets a $200 billion opportunity by 2030: BCG-ACMA report

SOHINI DAS
Mumbai, 11 February

India's auto components industry is at an inflexion point that has smart factories shifting from "nice to have" to becoming critical to business as global supply chains realign amid geopolitical uncertainty and trade agreements, said a report on Wednesday.

The sector is worth $80 billion and targets a $200 billion opportunity by 2030, split evenly between domestic demand and exports, according to a joint report by Boston Consulting Group (BCG) and the Automotive Component Manufacturers Association of India (ACMA). Exports account for around 30 per cent of production but the industry has only about 2 per cent of global auto component trade, compared with China's 12–13 per cent share.

"This is a capital-intensive industry, and investing in sync with demand is something it has always lived by," said Vikram Janakiraman, managing director and senior partner at BCG. "What has changed is that the envelope of what can be delivered from the same asset base is much higher through smart automation and smart factories."

Multiple forces are changing the auto components industry. Global vehicle production is expected to rise to 50-55 million units by 2030, increasing product variants and changeovers. Internal combustion engine (ICE) and electric vehicle (EV) programmes are running in parallel, creating a dual investment squeeze for suppliers.

"India's powertrain roadmap is still evolving. ICE will continue to be the mainstay even as EV volumes scale up," said Vinnie Mehta, director general, ACMA. "Given our high cost of capital, we have no choice but to sweat existing ICE assets harder to fund EV investments without overextending balance sheets."

Industry earnings before interest, taxes, depreciation and amortisation margins average 11–12 per cent and are lower for smaller firms, while volatile commodity prices and currency depreciation continue to weigh on costs. In this backdrop, efficiency gains are becoming non-negotiable.

The report highlighted that global benchmarks show 10-20 per cent productivity gains, 5-10 per cent cost improvement, 20-30 per cent quality improvement and 20-40 per cent faster time-to-market from smart factory adoption. Indian case studies show similar benefits, particularly from uncovering "true baselines" in operations.

Business Line, 13 February 2026

Eicher gets nod for Cheyyar plant expansion; Royal Enfield capacity to rise to 20 lakh units

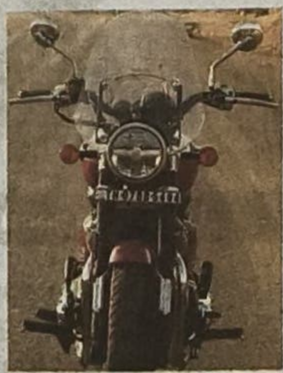
T E Raja Simhan
Chennai

Eicher Motors Ltd has secured environment clearance (EC) for the ₹1,104 crore brownfield expansion of its Cheyyar manufacturing facility in Tamil Nadu where Royal Enfield motorcycles are produced.

While the company's proposal submitted to the State government for EC states the investment as ₹1,104 crore, a company release showed the amount as ₹958 crore. The proposed expansion is for the construction of industrial buildings (factory building, vehicle assembly, machine shop, engine assembly, fabrication and surface finishing and plating).

Meanwhile, the company on Tuesday said its board had approved capacity expansion for Royal Enfield, which will be achieved through a brownfield expansion at the Cheyyar manufacturing facility in Tamil Nadu.

Through the expansion, the annual production capacity will be increased up to 20 lakh units from the existing 14.6 lakh units. The company is set to invest an estimated ₹958 crore for the brownfield expansion, the company said in a regulatory filing.



The company will invest around ₹958 crore for brownfield expansion BIJOY GHOSH

B Govindarajan, Managing Director, Eicher Motors, and Chief Executive Officer, Royal Enfield, said this investment will augment the annual production capacity and allow the company to meet the existing and projected future demand. By scaling up the existing Cheyyar plant, the company is ensuring a faster capacity ramp-up and cost-efficient operations.

ALL-WOMEN PLANT

In June 2025, *businessline* reported that Royal Enfield's Cheyyar two-wheeler plant will be an all-women plant.

In August 2024, the company had a soft launch of the plant and currently is engaged in plating and auto buffing of parts.

The Economic Times, 13 February 2025

Dragon Draws Red Line for Autos after January Passenger Car Sales Drop 20%

CHINA FIGHTS PRICE WARS New rules curb cos from setting value of cars below production cost

Hong Kong: China moved on Thursday to curb a fierce price war among automakers that has caused massive losses for the industry, after passenger car sales dropped nearly 20% in January from the year before, the fastest pace in almost two years.

The State Administration for Market Regulation released guidelines for manufacturers, dealers and parts suppliers aimed at preventing a race-to-the-bottom price war.

They ban automakers from setting prices below the cost of production to "squeeze out competitors or monopolise the market." Violators may face "significant legal risks," the regulator warned.

The rules also target deceptive pricing strategies and price fixing between parts suppliers and auto manufacturers.

Passenger car sales in China fell 19.5% in January from a year earlier, according to the China Association of Automobile Manufacturers (CAAM).

That was the biggest percentage drop since February 2024.

The 1.4 million passenger cars sold in January compared with 2.2 million units sold in December, CAAM said.

Weakening demand reflects a reluctance of cash-strapped buyers to splash out on big purchases. Sales also have suffered from a cut in tax exemptions for EV purchases, coupled with uncertainties over whether trade-in subsidies for EV purchases will continue after some regions phased them out, auto analysts said.

The aggressive price war in China's auto sector has caused an estimated loss of 471 billion yuan ($68 billion) in output value across the whole industry in the past three years, Li Yanwei, a member of the China Automobile Dealers Association, wrote recently.

Analysts expect domestic demand to dip this year. S&P has forecast sales of light vehicles, including passenger cars, in China will fall up to 3% in 2026.

FALSE START TO 2026

1.4 million passenger cars were sold in January, well below 2.2 million units sold in December

However, Chinese automakers are gaining ground in global markets. China's exports of passenger cars jumped 49% year-on-year to 589,000 in January.

"We don't foresee a loss in momentum for the Chinese auto industry this year," said Claire Yuan, director of corporate ratings for China autos at S&P Global Ratings.

Chinese automakers such as BYD—the country's largest and one that overtook Tesla as the world's top electric vehicle maker—are targeting markets in Europe and Latin America as they confront intense competition in both prices and lineups at home due to oversupply.

Analysts at Citi expect China's car exports could jump 19% this year driven by exports of electric vehicles and plug-in hybrids.

BYD is targetings around 1.3 million of overseas car sales in 2026, up from the 1.05 million last year. Other major Chinese automakers have also set ambitious sales targets with a focus on exports.

. Last month, Canada agreed to cut its hefty 100% tariff on China-made EV imports in a move welcomed by Chinese carmakers. China also recently reached a deal with the European Union that could allow more of its EVs to enter the European market. AP

Business Standard, 13 February 2025

DRIVEN BY FTAs

Ashok Leyland may redraw EU and UK export playbook

SHINE JACOB
Chennai, 12 February

Powered by the free-trade agreements (FTA) with the European Union (EU) and the United Kingdom (UK), Hinduja Group's Indian flagship company Ashok Leyland may redraw its EU and UK business strategy, its Chairman Dheeraj Hinduja said.

After shutting down a unit of its electric vehicle (EV) arm Switch Mobility in the UK, the company was in the process of shifting the production base for its electric buses from the UK to Ras Al Khaimah (RAK) in the United Arab Emirates. It is also in the process of setting up a manufacturing unit in Saudi Arabia. With India sealing the trade deals, the company is now looking at the possibility of exporting directly to the EU and UK markets.

"Our aspiration is to grow in the European market. We have a new product E1 (electric bus by Switch). Our intention was to export these vehicles from RAK. The new FTA opens up an avenue through which it might even be advantageous to produce in India. We will look at the best option looking into the cost parameters," Hinduja told *Business Standard*.

The company is looking at this plan also considering the rising demand in the Gulf Cooperation Council (GCC) region. The RAK unit is already running at its full capacity of 6,000 units. The company was expecting sales of around 7,000–8,000 vehicles in the region this year, around 30–40 per cent higher than current capacity. Hence, a new assembly plant with a capacity of 2,500 units is planned in Saudi Arabia, which will give the company an advantage of saving customs duty on vehicles exported from the UAE.

"THE WEST ASIA MARKET IS VERY STRONG AND OUR PLANT IN RAK IS ALREADY REACHING ITS PEAK CAPACITY. THIS WAS AN ADDITIONAL OPPORTUNITY TO DO MORE WITH THE E1 PRODUCT"

Dheeraj Hinduja
Chairman, Ashok Leyland

"The West Asia market is very strong and our plant in RAK is already reaching its peak capacity. This was an additional opportunity to do more with the E1 product. The intention is to produce E1 over there, as there is a growing market in the UAE and GCC. Separately, we will examine the possibilities of India (regarding FTA)," Hinduja added.

This comes at a time when Switch delivered its first set of exports to Mauritius and Bhutan last quarter. "We are now seeing that a lot of our existing markets are trying to have at least a part of their fleet to be electric. From that perspective, we feel Switch has a good opportunity in expanding its export base. We will look at Saarc countries and had recently signed an MoU in Indonesia as well," he added.

Ashok Leyland, not Switch, has also started selling its products in Malaysia and the Philippines too. "Asean markets are new but I do feel that there is going to be a good opportunity there as well," Hinduja explained.

Business Line, 14 February 2026

Maruti drives PV exports up 33% in January

T E Raja Simhan
Chennai

Passenger vehicle (PV) exports in January rose by 33 per cent thanks to a substantial increase in exports by market leader Maruti Suzuki. The total PV exports in January 2026 increased to 76,822 against 57,585 in January 2025, according to SIAM data on Friday.

Tata Motors - Only cumulative data is available for Apr-Dec
Source: SIAM

Maruti reported 89 per cent year-on-year (y-o-y) increase in export volumes in January to 50,716 (26,781). Hyundai's exports rose by 21 per cent, but the South Korean auto major's market share in exports declined to 18 per cent (20 per cent).

Both Nissan and Volkswagen saw a decline in exports by 36 per cent and 78 per cent, respectively. Toyota's exports volume rose by 2 per cent, SIAM data shows.

Rahul Bharti, Senior Executive Officer, Maruti Suzuki, told *businessline* the company exported over 50,000 vehicles in January, accounting for 66 per cent of India's total PV exports, though it included a shipment missed from December 2025 exports. "In the first 10 months of FY26, Maruti Suzuki exported close to 3.6 lakh passenger vehicles, contributing to 48 per cent of India's total PV exports. While the rest of the industry's export grew by 7 per cent year-on-year in this period, Maruti Suzuki grew by 32 per cent," he said.

One of the major factors fuelling this growth was the commencement of exports of the company's first BEV, e VITARA in August 2025. So far, nearly 16,000 units have been exported to 36 countries, predominantly in Europe.


e VITARA being exported from the Pipavav port

Tarun Garg, MD and CEO, HMIL, said in an analyst call, "By 2030, we have to take the export contribution to 30 per cent. The FTAs present new opportunities, but need to be studied in detail."

Business Line, 14 February 2026

PV, 2W and 3W dispatches in January in top gear: SIAM

NEW RECORD. Domestic wholesales grew 12.6% y-o-y to 4,49,616 units during the month

S Ronendra Singh
New Delhi

GROWTH ACCELERATES. Total dispatches of vehicles across categories grew by 23.5% y-o-y to 24,50,944 units, compared with 19,83,771 units in the year-ago period PTI

Passenger vehicles (PVs), two-wheelers and three-wheelers posted their highest-ever domestic wholesales (dispatches to dealers) of January in 2026, with double-digit growth, compared to January 2025, the Society of Indian Automobile Manufacturers (SIAM) said on Friday.

The domestic PV dispatches grew by 12.6 per cent year-on-year (y-o-y) to 4,49,616 units in January 2026, compared with 3,99,386 units in January 2025, the auto industry body mentioned in its monthly sales data.

Similarly, total two-wheeler dispatches to dealers grew by 26.2 per cent y-o-y in January to 19,25,603 units, compared with 15,26,218 units in January 2025. Total three-wheeler wholesales also witnessed a strong growth of 30.2 per cent y-o-y to 75,725 units, compared with 58,167 units in the corresponding month last year.

"The new year has begun on a positive note, extending the strong momentum seen in the previous quarter, supported by sustained demand following the GST rate reduction. The initiatives announced in the Union Budget 2026 to strengthen India's manufacturing base, along with existing policy tailwinds, are expected to deliver long-term benefits for the sector and support growth in the medium term," said Rajesh Menon, Director General, SIAM.

The total dispatches of vehicles across categories grew by 23.5 per cent y-o-y to 24,50,944 units, compared with 19,83,771 units in the year-ago period.

EXPORTS SHINE

All three segments logged double-digit growth on a y-o-y basis in terms of exports as well.

For instance, the total PV exports grew by 33.4 per cent y-o-y to 76,822 units during the month, against 57,585 units in the same month last year. The total two-wheeler exports grew by 20 per cent y-o-y to 4,56,435 units in January this year, compared with 3,80,528 units in January 2025, the SIAM data indicated.

Similarly, the total three-wheeler exports grew by 54.6 per cent y-o-y to 36,879 units last month, compared with 23,859 units in the same month a year ago. Total exports of vehicles across categories grew by 23.5 per cent y-o-y to 5,71,066 units in January, compared with 4,62,500 units in the corresponding month last year.

The Economic Times, 15 February 2025

STARTUPS FAIL TO MAINTAIN MOMENTUM

Slow to Start EV Race, Legacy 2W Makers Now Lead

Compared with 2023, established players nearly double their market share in Jan

Lijee Philip

Mumbai: Marking a turning point in the journey of India's two-wheeler market, legacy manufacturers have tightened their grip on the electric vehicle sub-segment by ending years of startup dominance.

Established players including TVS Motor, Bajaj Auto and Hero MotoCorp have surged ahead as of January 2026, capturing 60% of the category, according to automotive market research firm Jato Dynamics. In 2023, this number stood at 34%.

BEYOND EARLY ADOPTERS

The shift has caught pace over the past year, underscoring how the market is moving from rapid disruption to consolidation driven by scale, reliability and execution.

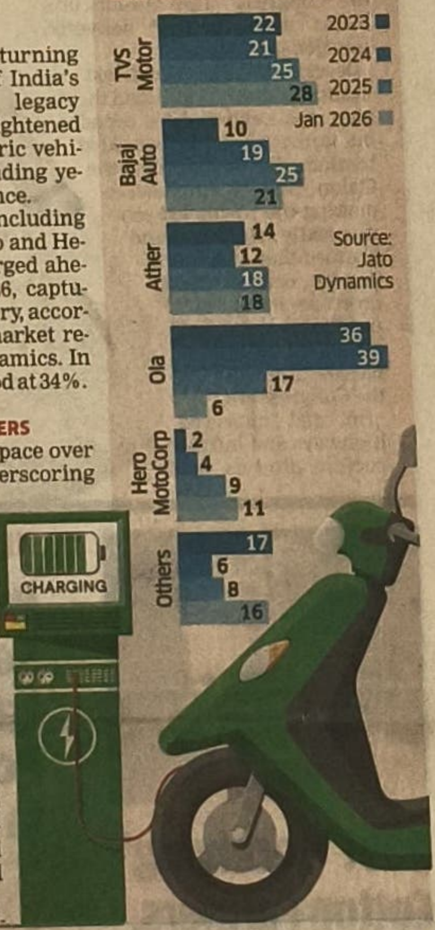
While startups built the category and captured early adopters, legacy players are now winning over mainstream customers by leveraging their deep distribution, after-sales networks and tightly sequenced launches.

Industry executives and analysts say the change reflects evolving consumer priorities.

'Consistency Matters' ▸▸ 7

Charging Ahead

ELECTRIC 2-WHEELER COS' MARKET SHARE (%)



ELECTRIC VEHICLES

Business Line, 3 February 2025

VinFast, Maruti debut drives e4W registrations in Jan

T E Raja Simhan
Chennai

Electric four-wheeler (e4w) registrations started on a strong note with a 63 per cent increase in January 2026 to 17,654 units, against 10,831 in January 2025, as per Vahan data released on February 2.

The uptick was driven by an increase in volume by the top auto majors as well as market expansion with the entry of VinFast and Maruti (Vitara).

Within four months of starting production at Thoothukudi, VinFast (VF 7 and VF 6 models) has become the fourth-largest e4w maker, behind Tata (Nexon, Punch and Tiago), Mahindra (XUV400 EV, XUV 9e, and BE 6) and JSW MG (Windsor and Comet).

Energy goes vroom vroom

Company	Jan-26	Market share (%)	Jan-25	Market share (%)
Tata Passenger Electric Mobility	7,616	43.14	4,802	44.34
JSW MG Motor	4,549	25.77	4,400	40.62
Mahindra Electric Automobile *	3,559	18.81	530	4.89
VinFast Auto India	432	2.45	NIL	NIL
Hyundai Motor	326	1.77	331	1.79

Source: Vahan data collated at 9.30 am on February 2 * Data of both Mahindra Electric and Mahindra & Mahindra

ON GROWTH PATH. Within four months of starting production at Thoothukudi, VinFast (VF 7 and VF 6 models) has become the fourth-largest e4w maker BIJOY GHOSH

TATA MOTORS LEADS

Tata Motors continued to top the chart in January, followed by JSW MG, Mahindra Electric, VinFast and Hyundai featuring in the top five.

Mahindra Electric saw a significant jump in market share due to increase in volume, while JSW MG witnessed a sharp decline in market share despite a marginal increase in volume. Hyundai is back in the top five, pushing BMW to the sixth spot.

"After four months since we launched our first car in September 2025, we have reached the fourth position in the best EV car-selling company in India — out of 16 OEMs," said Pham Sanh Chau, MD and CEO of Vingroup Asia, while participating in a panel discussion last week at the NDTV Tamil Nadu Summit.

Poonam Upadhyay, Director, Crisil Rating, said the expansion was driven by broader adoption and a step-up in new model launches, particularly in the SUV segment, alongside better driving range. "This momentum extended into January 2026, with registrations up 63 per cent year-on-year, again on a lower base. Looking beyond the year-on-year comparison, month-on-month growth was around 15 per cent, following softer volumes in November and December, pointing to a rebound from recent softness," she said.

The Economic Times, 3 February 2025

SALES SOAR 51% DURING THE MONTH; FY26 SHOW STAYS ROBUST, TOO

Newer Models, Sharper Pricing Help EV Market Shift to Top Gear in Jan

Tata Motors and MG retain position but face intense competition from M&M and VinFast

Shally Seth Mohile

Mumbai: India's electric passenger vehicle market began 2026 on a high-voltage note, with January sales jumping 51% year-on-year to 18,059 units, even as long-time leaders Tata Motors and MG Motor saw their dominance chipped away by fast-gaining rivals led by Mahindra & Mahindra and new entrant VinFast.

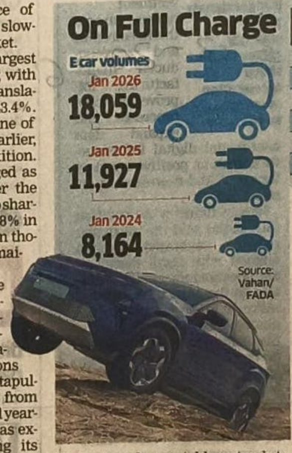
Data from the government's Vahan registration portal show that electric car sales have been on a sustained upswing this fiscal, aided by a wider model pipeline, sharper pricing and improving charging infrastructure. In the first 10 months of FY26, cumulative electric passenger vehicle registrations surged 88% year-on-year to 159,983 units, underscoring the rapid pace of adoption despite a broader slowdown in parts of the auto market.

Tata Motors remained the largest player by volumes in January, with registrations of 7,842 units, translating into a market share of 43.4%. However, this marked a decline of 114 basis points from a year earlier, reflecting intensifying competition. MG Motor, which has emerged as Tata's closest challenger over the past year, also saw its share slip sharply to 25.4% in January from 38% in the same month last year, even though its absolute volumes remained healthy at 4,591 units.

The biggest gainer in the month was Mahindra & Mahindra. Riding on strong demand for its electric SUV portfolio, the homegrown automaker nearly doubled registrations to 3,579 units in January, catapulting its market share to 19.8% from just 6.2% a year ago. On a fiscal year-to-date basis, M&M's share has expanded to 21%, highlighting its emergence as a serious contender in the segment.

Vietnamese electric vehicle maker VinFast made a notable entry into the pecking order, emerging as the fourth-largest electric car seller in January with 431 units and a 2.4% market share. The company has leapfrogged Hyundai Motor India, which sold 326 electric cars during the month, primarily led by the Creta Electric and the Ioniq models.

According to Puneet Gupta, director, S&P Global Automotive, "the shifting market shares point to a transition phase in India's EV market, where early movers are facing pressure from newer launches with longer range, faster charging and aggressive pricing." He expects competition to intensify further over the next 12 months as EV models from mainstream manufacturers go on sale.



Company	Jan '26 Mkt Share (%)	YoY Chg (bps)
Tata Motors	43.4	-114
JSW MG Motor	25.4	-1253
M&M	19.8	1362
VinFast	2.4	239
Hyundai Motors	1.8	-97
BMW	1.7	10

Source: Vahan

Business Line, 6 February 2026

Karnataka to set up EV city near Bengaluru

Our Bureau
Bengaluru

The Karnataka government plans to set up an electric-vehicle (EV) city near Bengaluru to strengthen the State's electric-mobility ecosystem.

The proposal was discussed during a high-level industry consultation organised by the Department of Electronics, IT and Biotechnology, chaired by the IT-BT Minister Priyank Kharge, on Thursday.

More than 30 EV and battery technology companies participated in the consultation, including major manufacturers, component suppliers and mobility start-ups.

The proposed EV City will be developed over 100 acres within a two-hour drive from Bengaluru. It is planned as an end-to-end EV innovation and validation hub.

The facility will house original equipment manufacturers (OEMs), micro, small, and medium enterprises (MSMEs), suppliers, incubators and shared infrastructure. A key component is a 50-acre integrated proving and testing zone.


Priyank Kharge, Karnataka IT-BT Minister (file photo)

Planned infrastructure also include urban road simulations, gradient and hill-testing facilities, and validation of advanced driver assistance systems. The city will also support EV software and cybersecurity testing. Fast and smart charging testbeds, vehicle performance testing, roadworthiness certification and EV component benchmarking facilities are also planned.

The 100 acre hub will be an end-to-end EV innovation and validation hub with integrated proving and testing ground

SKILLING CENTRE

The EV City will host a Centre of Excellence for EVs and battery technologies, along with a skilling and talent academy. Training will cover both white-collar and shop-floor roles.

The government plans to offer pay-as-you-use common facilities to reduce entry barriers for start-ups and MSMEs.

"Karnataka was among the first States to bring a dedicated Electric Vehicle and Energy Storage Policy," Kharge said. He added that the State leads India in EV adoption and start-up presence. "With nearly 5,400 public charging stations and almost 20 per cent of all EVs sold in the country, Karnataka continues to lead India's electric mobility adoption," he said.

Kharge said partnerships with the Automotive Research Association of India (ARAI) and International Centre for Automotive Technology (ICAT) would reduce time and costs for local innovators. "Currently, many have to go outside the State for testing and certification," he said.

Officials and representatives from companies including Ather Energy, Bosch, Kinetic Group, Continental, BillionE Mobility, Indofast Energy, Yulu, Evotron Motorsports and Sun Mobility attended the meeting.

With inputs from BL intern Tejaswini S

Business Line, 11 February 2026

'India's aim is to achieve leadership in EV space'

Our Bureau
New Delhi

India has set a clear national objective of achieving net-zero emissions by 2070 and its vision in the electric vehicle (EV) space is to move to a leadership position, setting global benchmarks, HD Kumaraswamy, Minister for Heavy Industries and Steel said here on Tuesday.

The Minister also said the government was strengthening domestic manufacturing under the 'Make in India' and Aatmanirbhar Bharat initiatives with an aim to build resilient industries and create sustainable livelihoods for the youth.

PLI SCHEMES

"Electric mobility lies at the convergence of cleaner growth, energy security and industrial transformation. To support this transition, the government is strengthening the backbone of electric mobility through production-linked incentive (PLI) schemes for automobiles, auto components and advanced battery manufacturing," he said at the 5th Global Electrification Mobility Summit organised by the Society of Indian Automobile Manufacturers (SIAM).

He also noted that electrifying commercial vehicles and public transport deserves special focus, as these segments contribute disproportionately to urban pollution. "Clean mobility solutions here deliver immediate environmental and social dividends," he said.

Minister for Heavy Industries and Steel HD Kumaraswamy

Citing a NITI Aayog report, Kumaraswamy highlighted that the electric mobility transition is not only an environmental imperative but also a multimillion dollar economic opportunity. "Electric mobility will transform service delivery through connected vehicles, data-driven fleet management, intelligent transport systems, and new ownership models," he said.

Elaborating on the support provided by the government to the sector, the Minister noted that the Ministry of Heavy Industries has allocated ₹2,000 crore under the PM E-DRIVE scheme for setting up over 70,000 charging stations nationwide.

The EV market has recorded a compound annual growth rate exceeding 60 per cent in FY25, with EV registrations (across segments) approaching 2 million units, Kumaraswamy added.

"From a time when electric vehicles were being sold at about 1,500 to 2,000 units a year, this fiscal we may end up with almost a hundred times growth. We are still at around 4 per cent penetration, but it is a very large market," Shailesh Chandra, President SIAM, said.

Business Standard, 12 February 2025

Electric vehicle retail sales zoom in Jan

ANJALI SINGH
Mumbai, 11 February

India's electric vehicle (EV) markets expanded gains in January compared to the year-ago period, as two-wheeler and passenger vehicle sales triggered a shuffle in the competitive landscape, data from an automobile dealers' association showed.

January's performance proves EV adoption is now market-led, with organic demand and product economics replacing subsidies as the primary growth drivers, said the Federation of Automobile Dealers Associations (Fada). As many as 18,470 electric passenger vehicles (PV) were sold in January, up almost 55 per cent from 11,935 units sold in the same month last year.

Electric passenger vehicle (PV) sales surged 54.75 per cent year-on-year to 18,470 units in January — up from 11,935 in 2025 — pushing market penetration to 3.6 per cent from 2.5 per cent.

Mahindra & Mahindra recorded a sharp rise in electric PV volumes, with sales surging to 3,668 units in January 2026 from 740 units in January 2025, resulting in an upward shift in its ranking within the segment.

Kia India and BMW India reported higher electric PV sales as well, while Hyundai Motor India's volumes were largely unchanged. BYD India reported lower year-on-year retail volumes. VinFast Auto India recorded early retail volumes, marking its presence in the Indian EV passenger vehicle market.

Electric two-wheeler sales climbed almost 25 per cent year-on-year to 1,22,812 units in January. While market penetration rose slightly to 6.6 per cent from last year's 6.4 per cent, it remains below the 7.4 per cent peak seen in December.

TVS Motor Company emerged as the largest electric two-wheeler retailer, selling 34,558 units, up 43.8 per cent from 24,028 units in January 2025. Bajaj Auto ranked second with retail volumes of 25,598 units, marking a 19.2 per cent increase over 21,470 units sold the year before.

Ather Energy moved up to the third position, with sales rising 68 per cent year-on-year to 21,999 units in January 2026 from 13,097 units a year ago. Hero MotoCorp recorded one of the sharpest increases in the segment, with electric two-wheeler retails surging to 13,302 units from 1,626 units in January 2025, placing it among the leading players.

In contrast, Ola Electric's retail volumes declined 69.2 per cent year-on-year to 7,516 units.

Charged up

E2W and electric PV sales performance in January 2026

PV	Y-o-Y chg (%)	E2W	Y-o-Y chg (%)
Tata Motors	50.7	TVS	43.8
JSW	3.8	Bajaj Auto	19.2
Mahindra	395	Ather Energy	68
Vinfast	—	Hero Motocorp	718
Hyundai	0.6	Ola Electric	-69.2
Overall* 18,470	**54.75**	**Overall* 1,22,812**	**24.7**

Note: Telangana numbers not included; *Overall sales in unit
Source: Fada

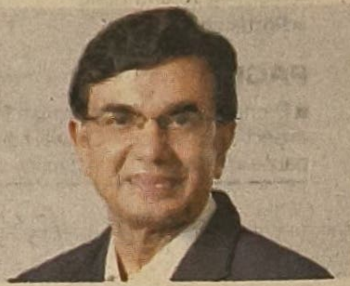
TRACTOR

Business Standard, 13 February 2025

M&M sees green shoots in US tractor market as tariffs ease

SOHINI DAS

Mumbai, 12 February



"WITH THE TARIFF NOW AT 18%, WE ARE REASONABLY COMPETITIVE WITH OTHER COUNTRIES EXPORTING TRACTORS INTO THE US"

Rajesh Jejurikar
ED & CEO (auto and farm sectors), Mahindra & Mahindra

Mahindra & Mahindra (M&M), India's largest tractor maker, is hopeful of seeing early signs of recovery in the US market as trade talks between the two countries make progress.

Speaking to reporters after the company's December quarter (Q3 FY26) results, Rajesh Jejurikar, executive director and chief executive officer (auto and farm sectors), said the past eight to nine months had been challenging for the US market due to steep tariffs. "We held back selling at a 50 per cent tariff and only sold what was absolutely needed in the market, while hoping for a resolution to the trade agreement issue, which has now happened," he said.

Jejurikar said the company had inventory in bonded warehouses in the US, which it would begin supplying to the market after the issuance of an executive order.

"With the (US) tariff (on Indian imports) now at 18 per cent, we are reasonably competitive with other countries exporting tractors to the US. Earlier, most countries were at 15 per cent tariff while we were at 50 per cent, which made us uncompetitive and led to some volume loss," he said.

M&M exported close to 17,000 tractors in the first 10 months of FY26. The company exports to nearly 50 countries across North and South America, Africa, Asia-Pacific, and Saarc nations, parts of Europe, and West Asia.

Veejay Nakra, president of M&M's farm equipment business, told *Business Standard* that between April 2025 and January 2026, the company sold 16,861 tractors in overseas markets, marking a 24 per cent year-on-year growth and significantly outperforming overall industry exports. "This has been on account of a strong performance in South Asia and Africa. We continue to have a strong positive outlook around our exports business," Nakra said.

Jejurikar said M&M's OJA platform had received strong customer response. OJA is a range of lightweight, compact tractors in the 20-40 horsepower category, designed for small and medium-scale farming, including vineyard, orchard and inter-culture applications, owing to their narrow width and high manoeuvrability.

He added that while the North American tractor industry had been in a downturn for the past one-and-a-half to three years, Mahindra gained share in the sub-20 horsepower segment. "The OJA series has received very good feedback and we are close to 9-10 per cent market share in that segment. We have been the number three player in North America for a long time in the sub-100 horsepower segment," Jejurikar said, adding that the stabilisation of trade conditions should help the company rebuild volumes and return to a growth phase.

On passenger vehicles, Jejurikar said the recent trade deal with the European Union would open up export opportunities over time. "We do not yet have many left-hand-drive models, but over the next couple of years, by 2028, several mainstream models will be available in left-hand drive, enabling a more robust EU strategy. Lifestyle pickup products launching in 2027 will also support exports," he said.

RAW MATERIAL

Business Line, 10 February 2026

55 firms commit over ₹13,000 cr investment under latest PLI scheme for specialty steel

Press Trust of India
New Delhi

Steel Minister HD Kumaraswamy on Monday launched the third round of the PLI scheme for speciality steel, aiming to add 8.7 million tonnes capacity of the upgraded alloy steel.

In this regard, around 85 MoUs were signed between 55 companies, including SAIL's Salem Steel plant and the Ministry, under the PLI 1.2, committing ₹13,203 crore worth of investments.

"PLI 1.2 is a decisive step towards building a resilient and globally competitive specialty steel ecosystem aligned with the vision of Prime Minister Narendra Modi. The scheme advances the twin priorities of Make in India and Aatmanirbhar Bharat by encouraging domestic capacity creation in advanced and strategic steel products," Kumaraswamy said in his address.

H D Kumaraswamy

The Minister said these projects are expected to add 8.7 million tonnes of specialty steel capacity by FY2031, significantly expanding India's capabilities in high-end steel segments such as electrical steel, alloy and stainless steels, coated products, and grades required for strategic sectors.

On the rationale, the Minister said the third round of the PLI Scheme has been launched in response to strong industry demand and the need for sustained capacity expansion in specialty steel, which is essential for sectors including automobiles, railways, Defence, electrical equipment and aerospace.

With incentive rates ranging from 4 per cent to 15 per cent over a five-year period, the scheme is designed to promote investment, technology upgradation, and value addition while integrating Indian manufacturers into global value chains.

The PLI 1.2 seeks to address structural gap by incentivising domestic production, conserving foreign exchange, and positioning India as a reliable global supplier of advanced steel, he noted.

The Minister said the achievements under earlier rounds of the PLI Scheme further reinforce the policy's effectiveness.

Across PLI 1.0 and 1.1, committed investments of ₹43,874 crore have already translated into substantial on-ground progress.

GOVERNMENT POLICY

The Times of India, 2 February 2025

'Champions' in the making: SMEs get ₹10k cr booster shot

TEAM TOI

CREATING A FAN BASE

Recognising MSMEs as a vital engine of growth, finance minister Nirmala Sitharaman outlined a three-pronged approach of equity, liquidity and professional support to help these entities grow as "Champions". For this, she announced a Rs 10,000 crore dedicated SME Growth Fund, which will incentivise enterprises based on "select criteria".

The finance minister also proposed to top up the Self-Reliant India Fund set up in 2021, with Rs 2,000 crore to continue supporting micro enterprises and maintain their access to risk capital.

To provide MSMEs liquidity support, the FM announced plans to leverage the full potential of Trade Receivables Discounting System (TReDS), an RBI-regulated digital platform that enables MSMEs to instantly discount their trade receivables (invoices) through competitive bidding by financiers. With TReDS, more than Rs 7 lakh crore has been made available to MSMEs.

To leverage its full potential, FM announced four measures, including mandating TReDS as the transaction settlement platform for all purchases from MSMEs by CPSEs, serving as a benchmark for other corporates; and introducing a credit guarantee support mechanism through CGTMSE for invoice discounting on TReDS platform.

Sitharaman also proposed to link GeM (govt's e-market place) with TReDS for sharing information with financiers about govt purchases from MSMEs and encouraging cheaper and quicker financing. It is also proposed to introduce TReDS receivables as asset-backed securities, helping develop a secondary market, enhancing liquidity and settlement of transactions. Sitharaman said, "Govt will facilitate professional institutions such as ICAI, ICSI, ICMAI to design short-term, modular courses and practical tools to develop a cadre of Corporate Mitras, especially in tier-II and tier-III towns."

These accredited para-professionals will help MSMEs meet compliance requirements at affordable costs.

Business Line, 2 February 2026

Budget allocation for PM E-DRIVE reduced to ₹1,500 cr

S Ronendra Singh
New Delhi

The Budget 2026-27 has cut the allocation for Prime Minister Electric Drive Revolution in Innovative Vehicle Enhancement (PM E-DRIVE) Scheme by 62.5 per cent to ₹1,500 crore under Budget Estimate (BE) 2026-27 as compared with ₹4,000 crore in the BE 2025-26.

However, it is up more than 15 per cent over the Revised Estimate (RE) of ₹1,300 crore in FY26, the Budget documents have indicated.

The PM E-DRIVE was launched in September 2024 with an outlay of ₹10,900 crore for two years till Macrh 31, 2026, to boost adoption of electric vehicles (EVs).

The Scheme was launched by the Ministry of Heavy Industries and subsumed with Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India (FAME-II) scheme to support 28.26 lakh EVs in different categories including e-2 wheelers, e-3 wheelers, e-buses, e-ambulances, and e-trucks.

Meanwhile, for the Production Linked Incentive (PLI) Scheme for automobiles and auto components, the BE 2026-27 has been increased by more than 110 per cent to ₹5,940 crore as compared with BE of ₹2,819 crore in FY26.

As per the Budget documents, it has been also increased by 184 per cent of Revised Estimate of ₹2,091 crore in FY26.

4,000 E-BUSES

Finance Minister Nirmala Sitharaman also announced the allocation of 4,000 e-buses for the Purvodaya States that would also help the industry.

"The higher Auto PLI allocation for FY27, customs duty exemptions on capital goods for lithium-ion cell manufacturing, and increased outlay under the PM E-DRIVE scheme reflect the government's continued commitment to catalysing the EV ecosystem," said Shailesh Chandra, Managing Director and Chief Executive Officer, Tata Motors Passenger Vehicles.

CLEAN MOBILITY

According to Harshavardhan Chitale, CEO of Hero MotoCorp, the Budget's continued support for the electric mobility ecosystem, including charging infrastructure, duty relief for battery manufacturing, and a focus on building rare earth mineral corridors would accelerate the transition to clean mobility.

"Together, these measures can accelerate the transition to clean mobility and make sustainable transportation a mainstream choice for millions of Indians," he said.

"The Budget 2026-27 strikes a constructive and forward-looking note for India's automotive, manufacturing, and electric mobility ecosystem, balancing near-term demand support with longer-term supply-side reforms. It builds on the momentum and support from last year while reinforcing investor confidence," Rahul Mishra, Partner (Automotive) at Bain & Company, said.

Business Line, 4 February 2026

Tariff cut to help auto components sector gain competitive edge in the US market

S Ronendra Singh
New Delhi

The proposed reduction in reciprocal tariffs to 18 per cent is a positive step that will enhance the competitiveness of Indian automotive components in the US market, said the Automotive Component Manufacturers Association (ACMA) of India on Tuesday.

"At a time when global supply chains are undergoing structural realignments, this development provides greater predictability and confidence for long-term trade and investment decisions," said Vikrampati Singhania, President, ACMA.

He said the US is among the most-important export destinations for India's auto component industry. According to ACMA, India's auto components export to the US was recorded at $6,225 million in FY25, and in the first half FY26, it exported components worth $3,124 million. On the other hand, the US exported auto components worth $3,124 million to India in FY25, while in the H1 FY26, it exported components worth $844 million.

"A more balanced and facilitative trade framework can unlock further growth in bilateral trade, deepen industrial collaboration and encourage technology-led partnerships across advanced manufacturing, electrification, electronics, and clean mobility solutions," said Singhania.

The components sector looks forward to closer engagement with policymakers on both sides to ensure that the agreement translates into tangible outcomes for industry, supports resilient supply chains and strengthens India's role as a trusted global manufacturing and sourcing hub, he added.

A NEW ERA

According to Ravi Mehra, MD, Uno Minda, the India-US trade agreement marks a defining moment for Indian economy and the Indian auto components industry in specific, unlocking an exciting new era of export-led growth, deeper market access and global integration.

"It is a strong validation of India's manufacturing excellence and reinforces our role as a trusted, high-quality partner in the global automotive value chain. The stability on tariffs brought by this agreement significantly enhances export competitiveness and encourages advanced technology collaboration between the two countries," said Mehra.

For Uno Minda, this opens up compelling opportunities to further scale the company's footprint, strengthen supply-chain agility and expand its contribution to the US market, he added.

Business Line, 6 February 2026

Government seeks industry roadmap for aviation push

Rohit Vaid

New Delhi

The Centre has asked the aviation industry to submit proposals on measures to boost domestic manufacturing, aircraft leasing and related activities by effectively utilising provisions announced in the Budget.

Senior officials from the Ministry of Civil Aviation held a consultative meeting with industry leaders on Thursday to discuss a roadmap for the sector's growth.

IMPORT DUTY

Speaking to *businessline*, sources said that a key question during the discussions was how to utilise the reduction in import duty on components and raw materials to promote the maintenance, repair and overhaul (MRO) as well as manufacturing sectors. Besides, the government sought industry inputs on improving financing options for emerging segments such as electric vertical take-off and landing (eVTOL) aircraft and helicopters.

Furthermore, the discussions, sources said focused on how to fully leverage recent policy measures, including lower duties on aircraft parts, easing of leasing norms, expansion of MRO facilities, and steps to promote manufacturing within the country.

The Budget for 2026-27, presented on February 1, announced several initiatives to promote civilian aircraft manufacturing, maintenance and leasing, while also aiming to improve last-mile and regional air connectivity.

Among the key measures, the basic customs duty has been fully exempted on components and parts required for the manufacture of civilian, training and other aircraft. Additionally, the exemption applies across multiple aircraft categories.

AIRCRAFT LEASING

The Budget also proposed steps to deepen aircraft leasing activity at Gujarat International Finance Tec-City (GIFT City). Simplification of regulations and improvements in the tax framework at the International Financial Services Centre are expected to enhance the competitiveness of India's leasing ecosystem and help lower airline operating costs over time.

Apart from manufacturing and leasing, the Budget outlines initiatives to promote the seaplane ecosystem in India. The seaplane specific proposals cover both manufacturing and route development.

Notably, the Centre plans to incentivise the indigenisation of seaplane manufacturing, along with the introduction of a Seaplane Viability Gap Funding scheme to support operations aimed at enhancing last-mile and remote connectivity and promoting tourism.

The Times of India, 9 February 2025

Pact puts auto parts exporters in driver's seat

Saksham.Mehta
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New Delhi: India's auto component industry is set for a significant boost following the India–US trade deal, with the agreement providing preferential tariff treatment for Indian auto parts exports, including zero-duty access for some products.

The joint statement said India will receive a preferential tariff rate quota for automotive parts currently covered under US national security tariffs, creating a pathway for Indian exporters to access the US market at lower or zero duties. They had previously been affected due to steep tariffs with certain auto components facing duties up to 50%.

Vikrampati Singhania, president of the Automotive Component Manufacturers Association (ACMA), said the move signals a clear intent to strengthen bilateral manufacturing and supply chains. "These measures will lead to enhanced export competitiveness, deepen technology collaboration, and reinforce India's role as a trusted partner in resilient global automotive supply chains."

Auto component maker Uno Minda said the agreement opens a new phase of export-led growth for the sector. "For Uno Minda, this opens up compelling opportunities to further scale our footprint, strengthen supply-chain agility and expand our contribution to the US market while proudly reinforcing India's position as a world-class manufacturing hub," said Ravi Mehra, MD at Uno Minda.

Tenneco India said the reduction in US tariffs will significantly improve the cost competitiveness of India-made components. "This will significantly enhance the cost competitiveness of our premium products like shock absorbers and exhaust systems in the US market, positioning us to grow our presence, scale volumes, and strengthen integration within the supply networks of American OEMs," said Arvind Chandra, whole-time director and CEO, Tenneco India.

> These measures will lead to enhanced export competitiveness, deepen technology collaboration, and reinforce India's role as a trusted partner in resilient global automotive supply chains
>
> 
>
> —VIKRAMPATI SINGHANIA | ACMA PRESIDENT

Bharat Forge described the deal as a "game changer" for Indian industry, adding that it strengthens India's position in global supply chains.

In 2024-25, exports to the US were to the tune of $6.2 billion, while in the first half of this year, it has reached $3.1 billion, according to ACMA.

Business Line, 10 February 2026

Micro, small enterprises with good track record can get collateral-free loans up to ₹25 lakh: RBI

Our Bureau
Mumbai

Banks can accept gold and silver as collateral if pledged voluntarily by MSE (micro and small enterprise) borrowers for loans sanctioned by them up to the collateral free limit of ₹20 lakh, per RBI's amendment directions on lending to micro, small & medium enterprises (MSME) sector.

Further, banks may, on the basis of good track record and financial position of the MSE units, increase the limit for loans up to ₹25 lakh as per their internal policy.

With a view to facilitating improved access to formal credit, support entrepreneurial activity and strengthen last mile credit delivery for MSEs with limited collateral, the RBI, on February 6, said the limit of collateral free loans to MSEs will be doubled from ₹10 lakh to ₹20 lakh.

Banks are mandated not to accept collateral security in the case of loans up to ₹20 lakh extended to units in the MSE sector. They are also required to extend collateral-free loans up to ₹20 lakh to all units financed under the Prime Minister Employment Generation Programme (PMEGP) administered by KVIC (Khadi and Village Industries Commission).

Further, banks may avail of the benefit of credit guarantee scheme cover, where applicable.

The central bank said the amendments have been carried out to (i) enhance the extant collateral-free loan limit for MSEs to ₹20 lakh, and (ii) align with certain regulatory changes.

RBI said the amended directions will come into effect from April 1, 2026.

Business Standard, 11 February 2025

January power demand at 16-year high

NANDINI KESHARI
New Delhi, 10 February

India's power demand rose 4.5 per cent year-on-year (Y-o-Y) to 143 billion units (BUs) in January, marking the highest consumption for the month since 2010, primarily on the back of severe cold wave conditions across northern and eastern regions of the country.

Peak power demand in January touched 245 gigawatt (Gw), surpassing the previous summer peak of 243 Gw recorded in June last year. This surge was largely attributed to higher heating demand during the peak of North India's cold wave on January 9, ratings agency Crisil said in a report.

The report also attributed the rise in power demand to sustained manufacturing activity. Although growth moderated slightly, the Manufacturing Purchasing Managers' Index (PMI) increased to 55.4 in January from 55.0 in December.

Overall, power demand is expected to grow 1.5 per cent Y-o-Y to 1,730 BUs in 2025-26, driven by a harsh winter and steady economic growth, but partially offset by a prolonged monsoon.

The real-time market (RTM) volume increased 52.8 per cent to 4,638 million units (MUs) in January and the average market clearing price (MCP) in the RTM segment declined 16 per cent to ₹3.72 per unit in the same period. The MCP in the day-ahead market (DAM) also declined 13 per cent Y-o-Y to ₹3.86 per unit.

"The declining prices provided an opportunity for distribution companies (discoms) and commercial and industrial consumers to meet their demand at competitive prices and replace costlier power by procuring through exchanges," the report said.

Power generation also witnessed a similar jump, rising 6 per cent to 156 BUs in January. Generation from all fuel sources saw a rise during the month, according to the report. Renewable energy generation increased by 10 per cent, driven by capacity additions of 39.65 Gw during FY26 (April-January).

Coal-based generation increased nearly 5 per cent, with its share in total generation climbing to 74 per cent, compared with the FY26 average of 68 per cent. This highlights coal's role in providing flexibility to ramp generation up or down in accordance with demand. Hydro and nuclear power generation also increased by 11.8 per cent and 5.3 per cent, respectively.

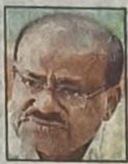
The Times of India, 12 February 2025

'India sharpening trade strategy to boost mfg competitiveness'

TIMES NEWS NETWORK

New Delhi: India is sharpening its global trade strategy to strengthen the competitiveness of its manufacturing industry through progress in trade engagements with the US and the EU, heavy industries and steel minister **HD Kumaraswamy** said at an Acma event on Tuesday.

"On the trade front, India has adopted a calibrated and strategic engagement with key global partners. Engagements are designed to improve market access and enhance global competitiveness for Indian manufacturers," Kumaraswamy said.



Referring to the India-US trade engagement, he pointed to commitments towards preferential access for select automotive components and the easing of certain trade-restrictive measures. On the India-EU trade deal, he said it is focused on addressing non-tariff barriers, regulatory cooperation, and aligning standards in sustainability and advanced automotive technologies.

Siam president and Tata Motors Passenger Vehicles MD & CEO Shailesh Chandra said India has a rare opportunity to position itself as a trusted, high-quality, tech-led automotive supplier, but this requires close alignment between govt, OEMs and the component industry.

He said, "OEMs' ability to design, manufacture and export vehicles increasingly depends on the strength and sophistication of our content partners," adding that global supply chains are now shaped not just by cost efficiency but also by resilience and speed.

The Times of India, 12 February 2026

Pune MSMEs sign ₹36cr MoUs with foreign buyers

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Pune: Close to 220 MSMEs in Pune signed 58 memoranda of understanding (MoUs) of around Rs 36 crore ($4 million) to supply goods and services to foreign companies, Vikas Pansare, MD, Maharashtra Small Scale Industries Development Corporation, said here on Wednesday.

Representatives of 25 companies from eight countries, including the UK, Uganda and Kenya, visited the city to secure their supply chain from MSMEs here. The MoUs were completed through a total of 600 rounds of deliberations between the foreign buyers and local sellers. The MSMEs were from the agriculture, food processing, electronics, automotive, engineering, healthcare and technology sectors.

The programme, called the 'reverse buyer seller meet', runs under the Raising and Accelerating MSME Performance (RAMP) scheme, which allows foreign companies to visit India to connect with MSMEs. "It is a cost-effective way to increase the export capabilities of small-scale businesses. Prospective buyers and sellers are selected by matching export-related HSN codes even before the delegation is finalised, so that the interests of both parties are aligned," Pansare said.

Business Standard, 14 February 2025

CAFE-3 EMISSION NORMS

BEE may rationalise technology credits

DEEPAK PATEL
New Delhi, 13 February

Cleaner credits

- Common features like start-stop, regenerative braking to be excluded
- Total credit cap may be reduced to 6 g/km from 9 g/km
- CAFE-3 to specify 17 globally proven techs eligible for credits
- Efficient alternators and electric water pumps likely to be included

The Bureau of Energy Efficiency (BEE) is planning to rationalise the list of technologies that carmakers can classify as "fuel-saving" to claim "technology derogation credits" while calculating the average emission of carbon dioxide in a fleet of vehicles, *Business Standard* has learnt.

This will be under the upcoming norms on corporate average fuel efficiency-3 (CAFE-3).

Several fuel-saving technologies are now widely used in India's passenger vehicles. These include idle start-stop systems in about 54 per cent of cars, regenerative braking in 47 per cent, tyre-pressure monitoring systems in 63 per cent, and six-speed or higher transmission in 59 per cent —and these will not qualify for credit in the proposed CAFE-3 norms, officials said.

CAFE norms require carmakers to limit the average carbon-dioxide emission of all passenger vehicles they sell in a year. Emission is measured in grams per km (gm/km). The proposed CAFE-3 norms, under discussion and expected to be notified soon, will be in force from FY28 to FY32.

Officials said that not only was the list of eligible technologies being rationalised, but the level of benefits too was proposed to be reduced.

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BEE likely to rationalise tech credits

While the September 2025 draft had proposed allowing a technology-derogation benefit of up to 9 gm/km, the final notification is expected to cap it at 6 gm/km, with each approved technology eligible for a benefit of 1 gm/km.

According to officials, the cap is being reduced because it ties in with international practice and the Indian automobile industry's feedback. Moreover, there is no officially notified testing method to independently verify and demonstrate the exact emission benefits of each technology. The lower cap is intended to ensure that incentives remain focused on "genuinely innovative technologies".

A list of 17 technologies is likely to be notified for benefits. These are fuel-saving features that are recognised in major global markets such as the United States, the European Union, China, and Japan, and are seen as delivering measurable gains.

The list is likely to include a 12V efficient alternator, which helps charge the battery more efficiently and reduces the load on the engine of the car. A 12V motor-generator system, also known as an integrated starter generator or belt starter generator, may also qualify. This system supports the engine during acceleration and helps save fuel, especially in city traffic.

Full-vehicle LED (light-emission diode) lighting is expected to be included because it uses less electricity than traditional bulbs do. Solar-reflective paint and advanced glazing, which is special heat-cut glass, may also be considered because it keeps the cabin cooler and reduces the need for air-conditioning.

Several engine and cooling-related technologies are likely to feature on the list of 17 technologies. These include an electric water pump, which circulates coolant more efficiently than a traditional belt-driven pump. A high-efficiency engine cooling fan and a PWM-controlled radiator (PWM is "pulse width modulation") fan are also expected to be part of the list. PWM refers to electronic control that adjusts fan speed as needed instead of running at full power all the time.

A variable crankcase suction compressor and a high-efficiency air-conditioning system may qualify because they reduce the fuel consumed. An integrated heat exchanger, which improves the way heat is managed within the engine system, is also likely to feature on the list.

Other possible inclusions are a PWM-controlled blower motor, which regulates cabin airflow more precisely, and active cabin ventilation and active seat-ventilation systems, which improve cooling comfort while optimising power use. Active engine and transmission warm-up systems may qualify.

Intelligent alternator control, which manages when the battery is charged to reduce unnecessary engine load, is also expected to be on the list.

Officials added that these technologies were likely to be grouped into "low-cost", "medium-cost", and "high-cost" categories based on the additional cost per vehicle. This structure would help manufacturers decide which technologies to adopt, depending on their budget and compliance strategy.