

initiative called SAMARTH Udyog. Four SAMARTH Udyog Centres have been setup in collaboration with IIT Delhi, IISc Bengaluru, Central Manufacturing Technology Institute, Bengaluru and Kirloskar Pune. These demonstration centres are helping Industry to adopt smarter manufacturing technologies by upgrading legacy machines, conducting diagnostic tests, providing skill trainings besides creating awareness regarding smart manufacturing across Industrials clusters through seminars and webinars.

Impact of ban on chinese items on auto manufacturing

92. SHRI MALLIKARJUN KHARGE: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

- (a) whether the ban of Chinese items in India would result in substantial contraction in Indian auto manufacturing in 2020;
- (b) whether China is dominant in the battery supply chain, as it accounts for around 75 per cent of battery manufacturing capacity;
- (c) if so, the details of available options and the extent to which the country is capable to manufacture adequate number of batteries; and
- (d) if not, the reasons therefor?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI PRAKASH JAVADEKAR): (a) No.

- (b) Yes.
- (c) The available options are other countries such as South Korea. In India, a few projects for manufacturing of battery have been set up.
- (d) Does not arise.

Slow down in automobile industry

93. SHRIMATI PRIYANKA CHATURVEDI: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

- (a) whether it is a fact that the Automobile Industry is witnessing an unprecedented slowdown;
- (b) if so, the details thereof and the reasons therefor;

(c) the year-wise details of the commercial and passenger vehicles produced and sold during the last five years; and

(d) the steps proposed by Government to revive the Automobile Industry?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI PRAKASH JAVADEKAR): (a) and (b) There has been a slowdown in the automotive sector. There are various financial, regulatory and perceptual reasons for this slowdown that include:

- Reduction in finance availability to Auto Sector
- Increase in Axle Load limit for commercial vehicles by up to 25%. This expanded freight capacity had led to shrinkage of new vehicle demand
- High ownership cost of vehicle, due to upfront collection of 3rd party insurance, transition to BS VI emission norms etc.
- Negative consumer sentiments, worsened by the onset of pandemic

(c) Year-wise details of the commercial and passenger vehicles produced and sold during the last five years are as under:

Production (In Numbers):

Category	2015-16	2016-17	2017-18	2018-19	2019-20
Passenger Vehicle	34,65,045	38,01,670	40,20,267	40,28,471	34,34,013
Commercial Vehicle	7,86,692	8,10,253	8,95,448	11,12,405	7,52,022

Domestic Sales (in Numbers)

Category	2015-16	2016-17	2017-18	2018-19	2019-20
Passenger Vehicle	27,89,208	30,47,582	32,88,581	33,77,436	27,73,575
Commercial Vehicle	6,85,704	7,14,082	8,56,916	10,07,319	7,17,688

Source: Society of Indian Automobile Manufacturers (SIAM).

(d) The Government, as a policymaker, always attempts to sustain and improve momentum of the economy through a package of measures for comprehensive and continued development of the sector.